



U.S. Department
of Transportation
**Federal Aviation
Administration**



SDR

Service Difficulty Reporting

Summary

March 15, 1998 - March 21, 1998

AIR CARRIER, ZAC-326

You can improve Air Safety by reporting the problem when you see it!

SECTION

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- II Domestic Service Difficulty Report
- III International Service Difficulty Report
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ISSUE: 98-12



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SDR SUMMARY

Air Carrier, ZAC-326



This summary includes domestic (United States) Service Difficulty Reports (SDRs) (which are the same as mechanical reliability reports or MRRs) entered into the data base for aircraft weighing over 12,500 lbs. All helicopter are excluded from this report (see the General Aviation SDR Summary, ZAC-327). A separate section for International SDRs for aircraft weighing over 12,500 lbs. has also been included. Under a data exchange agreement, International SDRs are submitted to the FAA by the Civil Aviation Authority of other countries (currently, Canada - CAN, and Australia - AUS). All reports are sorted by aircraft make, model group (basic model), and Joint Aircraft System/Component (JASC) code. Within each aircraft model group, the specific model shown may vary, but similar types of reports will be grouped together and listed in ascending order by their JASC code. Each field contains all information submitted to the FAA. Some fields are not included in order to make the summary easier to read. Reports of significance are highlighted with a star border. Additional information may be obtained by referring to the "operator control number." Send your request to the Aviation Data Systems Branch, AFS-620 at the address or phone below.

The Regulatory Support Division (AFS-600) has established a "HomePage" on the Internet through which the same information is available. There is a large quantity of other information available through the AFS-600 HomePage such as the most current SDR system codes (i.e., Joint Aircraft System\Component Codes). The SDR Question and Answer Section of the Summary will also be transferred to the AFS-600 HomePage to simplify the process of preparing the SDR Summaries in the PDF format each week. There are "hot buttons" to take you to other locations and sites where FAA Flight Standards Service Information is available. The AFS-600 "HomePage" address is:

<http://www.mmac.jccbi.gov/afs/afs600>

“The Service Difficulty Reports in this publication are derived from unverified information submitted by the aviation community without FAA verification for accuracy. The number of SDRs submitted is not an indication of the mechanical reliability or fitness of an airline or individual operator, and the information should not be used as such.”

Comments are welcomed and may be directed to:

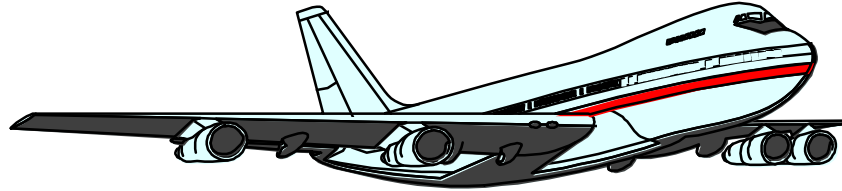
*Federal Aviation Administration
Aviation Data Systems Branch, AFS-620
P.O. Box 25082
Oklahoma City, OK 73125-5029
Phone: (405) 954-4171, Fax: (405) 954-4748*

Your continued participation is essential and is an integral part of ensuring aviation safety. Thank you for supporting the Service Difficulty Program! If you have any questions regarding this special notice you can contact John Jackson at (405) 954-6486, or Jim Gillespie at (405) 954-1141, or Blake McDonald at (405) 954-0307 in the Aviation Data Systems Branch (AFS-620). Their E-mail addresses are:

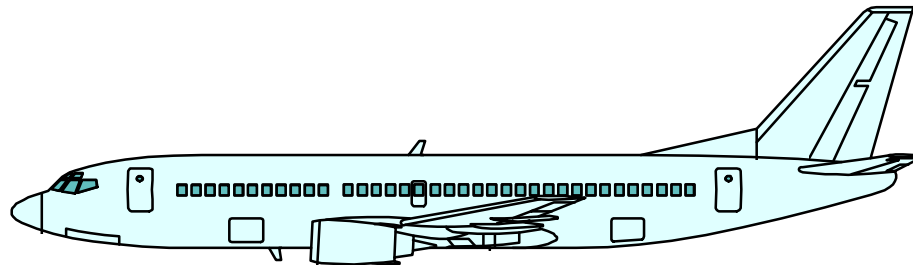
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SIGNIFICANT OCCURRENCE REPORT





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THE SIGNIFICANT OCCURRENCE REPORT



The Significant Occurrence Report is a compilation all of the star bordered reports that appear in the Air Carrier Service Difficulty Report (SDR) Summary, ZAC-326. The Significant Occurrence Report is used to highlight industry problem areas to field inspectors and the aviation public.

Limited analysis is performed by the Aviation Data Systems Branch, AFS-620 during the preparation of the "Significant Occurrence Report", which is generated each week and is included in the front of the Air Carrier SDR Summary. Significant Reports are hand selected by AFS-620's inspectors based on the individual merit of each report. The criteria for selection includes, but is not limited to, items that indicate high failure rates; items related to accidents or incidents; or design or maintenance failures which may affect the safe operation of the aircraft.

In some cases, this limited analysis of SDR data leads to the preparation of information bulletins which are routed to the appropriate product certification office for further investigation of the problem. The end result may be the issuance of an airworthiness directive (AD) by the Aircraft Certification Service (AIR) if warranted.

The Significant Occurrence Report (section I) of the weekly SDR Summary is not intended to be a summary of all significant events and should not be used as such. We recommend that you review further the applicable sections of the SDR summary that may be of interest.

Immediately following the Significant Occurrence Reports is the Significant Occurrence Report Index. This index provides a historical perspective to the selected Significant Occurrences Reports, and can be useful in helping to identify potential trends. All SDR's with the same part number are compiled; sorted by year and aircraft model; and then the totals are calculated for each part number. Remember, the index includes part numbers of the suspect "Part" causing the problem, only if the part number is provided in the current week's star bordered SDR's.

SIGNIFICANT OCCURRENCE REPORT

3/15/98 - 3/21/98 ISSUE: 98-12 ZAC-326

ATA OPER	REG. NO SERIAL NO	ACFT MAKE ACFT MODEL	ENG MAKE ENG MDL	PROP MAKE PROP MDL	COMP MFG COMP MDL	PART NAME PART NUMBER	PART COND PART LOC.	TT TSO	DIFF. DATE OPER CONT NO
7322			LYC O320E2D		MARVELSCHEB MA4SPA	PRIMARY VENTURI 46A33	DISLODGED CARBURETOR		3/31/93 CA930518108
*****	(CAN) WHILE IN CRUISE, THE PILOT NOTICED A ROUGH RUNNING ENGINE. GROUND INSPECTION REVEALED THE ENGINES CARBURETORS PRIMARY VENTURI WAS MISSING. THE VENTURI WAS FOUND IN THE INTAKE PORTION OF NR 1 CYLINDER. THE LOSS OF THE PRIMARY VENTURI CAUSED THE ENGINE TO RUN LEAN AND ROUGH. THE CARBURETOR WAS REPLACED AND THE AIRCRAFT WAS RETURNED TO SERVICE.								
5730 RAIA	424TE 124	AEROSP ATR42300				PANEL S5391007501200	LOOSE FWD WING BOX	20892	2/27/98 RAIA980219
*****	STL - FLT 7417 - AIRCRAFT ENCOUNTERED TURBULENCE IN-FLIGHT, AIRFRAME VIBRATION AFTER ENCOUNTER ON DESCENT. MAINTENANCE INSPECTED, FOUND FORWARD WING BOX PANEL 291BL LIFTED, INSPECTED AREA, REPLACED PANEL. (X)								
2720 FDEA	414FE 400	AIRBUS A310203				CONTROLS	ICED UP RUDDER		3/12/98 98FDEA00199
*****	ON T/O ROLL, UNABLE TO GET FULL RUDDER TRAVEL, RT RUDDER TRAVEL STOPPED BETWEEN 1/2 TO 2/3 TRAVEL. ABORTED T/O. SUBSEQUENT CONTROL CHS WITH 20 FLAPS WERE NORMAL. WHILE TAXI BACK RUDDER TRAVEL STOP AT 2/3 TRAVEL RUDDER INPUT. A/C WAS DE-ICED AT INDY WITH 55 PERCENT TYPE NR 1. DE-ICED RUDDER AND TAIL SURFACES PRECAUTIONARY CK'D LINKAGES AND CABLES FOR BINDING, NONE FOUND. OPERATED RUDDERS THRU FULL RANGE OF TRAVEL SEVERAL TIMES CKS OK.								
5230 GXPA	617GA 88	AMD FALCON				DOOR	OPENED CARGO		2/1/98 GXPA98001
*****	CARGO DOOR OPENED AFTER TAKEOFF. CARGO NET WAS ATTACHED TO DOOR PREVENTING IT FROM OPENING BEYOND APPROXIMATELY 12 INCHES. SOME MATERIAL FROM CABIN FODED THE LEFT ENGINE, BUT IT REMAINED RUNNING. AIRCRAFT RETURNED TO SDF. UPON INVESTIGATION, FOUND DOOR TO BE OPERATING NORMALLY WITH NO DAMAGE. DETERMINED DOOR WAS NOT LOCKED PRIOR TO DEPARTURE. (X)								
7230		BAG BAE146200A	LYC ALF502R		204322501	BOLT	MISSING FAN STATOR BAND		5/17/93 CA930531603
*****	(CAN) DURING INSPECTION OF THE ENGINE FAN AREA, THE FAN STATOR FAN BAND RETAINING BOLTS AT THE 6, 8 AND 10 O'CLOCK POSITIONS, LOOKING FROM THE REAR, WERE MISSING. THIS ALLOWED THE STATOR BAND TO CONTACT THE EXIT GUIDE VANES AND GOUGE THEM. THE DEEPEST GOUGE BEING .250 INCH. THE BOLTS WERE NOT FOUND AND WERE PRESUMED TO HAVE PASSED OUT OF THE FAN DUCT AND WENT OVERBOARD.								
3252		BEECH A65				SHIMMY DAMPENER 58273	BROKEN NOSE LDG GEAR		5/23/93 CA930531302
*****	(CAN) SHIMMY DAMPENER REINSTALLED BACKWARDS AFTER SERVICING. THIS CAUSED NOSE GEAR STRUT TO CRACK AND SEPARATE AT SHIMMY DAMPENER ATTACH POINT ALLOWING SHIMMY DAMPENER TO SWING FREELY AND BIND ON NOSE GEAR WHEEL WELL RESTRICTING OPERATION OF LANDING GEAR. EMERGENCY LANDING CARRIED OUT.								
5741 MZZA	622DH 20896	BOEING 727264				NUTS	MISSING RT WING		1/25/98 MZZA98070
*****	KUL - Q-CHECK - DURING INSPECTION OF RT WING HIP TANK, FOUND A BOLT MIGRATED AND BOTH NUTS MISSING OFF SUPPORT STRUT AT WBL 74 THAT SECURES RT AFT WING TERMINAL BOTTLE PIN FITTING. MIGRATED BOLT INSPECTED AND REINSTALLED. BOTH NUTS REPLACED IAW SRM 51-30-2. EXHAUSTIVE SEARCH CUT-OUT FOR MISSING NUTS, BUT WERE NOT FOUND. IT IS CONSIDERED THAT THE NUTS WERE NEVER INITIALLY INSTALLED.								
5753 GAIA	6809 19484	BOEING 727223				FLAP ROLLER	OUT OF ADJUST LT TE FLAP		2/28/98 GAIA9823
*****	WSSS - AFTER DEPARTING AT FL 250, THE FLIGHT CREW REPORTED THE AIRCRAFT AS FOLLOWS: THE PLANE STARTED EXPERIENCING UNCOMMANDED YAWING MOMENTS. THE AIRCRAFT MADE AN UNEVENTFUL RETURN TO WSSS. OPERATIONALLY CHECKED THE RUDDER, YAW DAMPENER, AILERON, AND SPOILER SYSTEMS AND FOUND NO DEFECTS. OPERATIONALLY CHECKED THE FLAP SYSTEM AND ADJUSTED THE LT INBD FLAP TRACK ROLLER ECCENTRIC PER MM. (X)								
7220		BOEING 727233	PWA JT8D15			SPACER CASING	FAILED NR 3 ENGINE		10/30/97 CA971113070
*****	(CAN) THE AIRCRAFT SUFFERED A COMPLETE LOSS OF POWER ON NR NR3 ENGINE DURING CLIMB-OUT. INVESTIGATION FOUND COMPRESSOR DAMAGE CAUSED BY THE INGESTION OF FAILED SECTIONS OF A SPACER CASING BETWEEN THE INLET GUIDE VANE CASE AND THE FIRST STAGE COMPRESSOR.								

***** DENOTES SIGNIFICANT OCCURRENCE

SIGNIFICANT OCCURRENCE REPORT (cont'd)

3/15/98 To 3/21/98 ISSUE: 98-12 ZAC-326

ATA OPER	REG. NO SERIAL NO	ACFT MAKE ACFT MODEL	ENG MAKE ENG MDL	PROP MAKE PROP MDL	COMP MFG COMP MDL	PART NAME PART NUMBER	PART COND PART LOC.	TT TSO	DIFF. DATE OPER CONT NO
4920		BOEING 747*				APU PW901A	FAILURE IDLER GEAR	4911	5/2/93 CA930519705
*****	(CAN) SMOKE IN THE COCKPIT OCCURRED WITH APU IN OPERATION AFTER AIRCRAFT HAD LANDED. APU REMOVED AND FOLLOWING OBSERVATIONS WERE REPORTED. UPPER IDLER GEAR HAS A 2 INCH SECTION MISSING AND THE REMAINING TEETH COMPLETELY WORN. LOWER IDLER GEAR HAS THE CENTER AREA OF THE SPLINES COMPLETELY WORN. COOLING FAN ASSEMBLY HAS ALL FAN SHAFT GEAR TEETH FRACTURED. LARGE QUANTITY OF METAL ON LGB CHIP DETECTOR AND SCREEN. OIL IN LGB CAVITY RESULTED FROM METALLIC DEBRIS BLOCKING THE OIL SCAVENGE LINE. PART TC: 4,834.								
3231	606AT 6500225	CESSNA 650				ROD NAS3544240	FAILED MLG DOOR		3/3/98 98ZZZX1069
*****	THE MLG UPPER DOOR ROD P/N NAS 354-4-240 HAS BROKEN 2 TIMES. SUSPECT DUE TO EXCESSIVE AIR LOAD FOR THE ROD SIZE OR DEFECTIVE RODS. TAT: 1661. LANDING: 1,055.								
2710		DHAV DHC6200	PWA PT6A20			AILERON PULLEY	JAMMED COCKPIT		6/9/93 CA930614305
*****	(CAN) ON FINAL CONTROL CHECK BEFORE TAKEOFF, AILERON SYSTEM HAD JAMMED AND WHEN FREED FELT STICKY - CORD FROM SPARE HEAD SET HAD JAMMED THE LT FLOOR LEVEL AILERON SYSTEM PULLEY BEHIND AND OUTBOARD OF THE CAPTAIN'S SEAT - THE GUARD WAS MISSING FROM THE PULLEY.								
7200 CALA	68065 46590	DOUG DC1030	GE CF650C2			ENGINE	FIRE NR 2		3/8/98 CALA9800410
*****	A FUEL SMELL WAS REPORTED IN THE COCKPIT AND CABIN DURING TAXI OUT. WHILE RETURNING TO THE GATE THE FIRE DEPARTMENT REPORTED FIRE COMING FROM THE NR 2 ENGINE. THE NR 2 ENGINE WAS SHUT DOWN. EMERGENCY EVACUATION SLIDES WERE DEPLOYED AND PASSENGERS EXITED THE AIRCRAFT VIA THE SLIDES. THE FIRE DEPARTMENT EXTINGUISHED THE ENGINE FIRE. THE L-3 DOOR SLIDE DID NOT FULLY DEPLOY. THE NR 2 ENGINE WILL BE REPLACED.								
2710 RRXA	8084U 45974	DOUG DC871F				CONTROLS	MALFUNCTIONED AILERONS		3/13/98 RRXA98069
*****	IN FLIGHT THERE WAS A LARGE DEAD SPOT IN THE AILERONS IN THE CENTER/NEUTRAL POSITION. IN FLIGHT THE AIRPLANE ROLLS LEFT AND RIGHT. TO STOP OR CONTROL THE ROLL YOU HAVE TO DO A DUTCH ROLL TYPE OF MANUEVER TO CONTROL THE ROLL. INSPECTED CONTROL SURFACES, CABLES, PULLEYS, LINKAGES, ALL ATTACH FITTINGS. CHECKED CABLE TENSIONS, RAN AILERONS THROUGH MANY CYCLES. NO DEFECTS FOUND. OPS CK GOOD ON GRND. INSPECTED OPERATION OF FLT SPOILERS, ALLS OPS CK GOOD ON GRND. MAINTENANCE REQUESTED TEST FLIGHT. TEST FLIGHT SATISFACTORY.								
5270		FOKKER F28MK1000				WARNING SWITCH A19026013	INOPERATIVE BAG DOOR	41209	4/30/93 CA930514201
*****	(CAN) BAGGAGE DOOR WARNING LIGHT ILLUMINATED ON 4 DIFFERENT OCCASIONS. MAINTENANCE INVESTIGATION REVEALED NR 2 BAGGAGE DOOR SWITCH INTERMITTENT AND FOUND TO BE OUT OF RIGGING. SUBSEQUENT INVESTIGATION REVEALED NR 3 BAGGAGE DOOR SWITCH ACTUATING MECHANISM CAM ASSEMBLY STRIPPED INTERNALLY ON SPLINES. CAM REPLACED AND SWITCH RIGGED AS PER SPECIFICATIONS. AIRCRAFT TT: 47,168. PART TC: 44,780.								
7200		ISRAEL 1124	GARRTT TFE7313		GARRTT	ENGINE	FAILED NR 2	3857	4/23/93 CA930527209
*****	(CAN) SHORTLY AFTER TAKEOFF WHILE CLIMBING THROUGH 4,000 FEET, THE AIRCRAFT EXPERIENCE A SERIES OF LOUD NOISES FOLLOWED BY AIRFRAME SHUDDER. INSPECTION OF ENGINE INSTRUMENTS SHOWED NO ANOMALIES. AN EMERGENCY WAS DECLARED AND AIRCRAFT LANDED. DURING SUBSEQUENT RUN-UPS, THE NOISE (COMPRESSOR STALLS). OCCURRED AT MUCH LOWER POWER SETTINGS. THE ENGINE WAS REMOVED FOR REPAIR. PART TC: 2,928								
3418		SWRNGN SA226AT			ROSEMOUNT	VANE 27191311	BROKEN INTERNAL		11/7/97 CA971117009
*****	(CAN) ON TAKEOFF, THE STALL AVOIDANCE SYSTEM (SAS) ENGAGED UNCOMMANDED. THUS, A PRESSURE OF 80 POUNDS WAS EXERTED ON THE CONTROL COLUMN. THE WARNING RANG AND THE PILOTS DISENGAGED THE SYSTEM AND TERMINATED THE FLIGHT. MAINTENANCE FOUND THE POTENTIOMETER WAS CUT INSIDE, ALLOWING A FALSE INDICATION TO THE SAS.								

***** DENOTES SIGNIFICANT OCCURRENCE

SIGNIFICANT OCCURRENCE REPORT (cont'd)

3/15/98 To 3/21/98 ISSUE: 98-12 ZAC-326

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2750		ZLIN				DETENT PIN	MIGRATED	1100	4/22/97
		Z242L			Z14343110000	CSN221724	FLAP LEVER ASSY		CA970505011
*****	(CAN) BOTH COTTERPINS FOUND WORN OFF OF FLAP CNTL LEVER ASSY DETENT MECHANISM PIN. SUBSEQUENTLY- WASHERS FELL OFF, AND PIN MIGRATED OUT OF LEVER ABOUT .50 INCH. DURING PIN MIGRATION, REMNANTS OF THE COTTERPIN LEFT INSIDE-,HOLE CONTACTED, DETENT ROLLER'S BORE STOPPING PIN FROM MOVING ANY FURTHER. IF PIN HAD COME ALL THE WAY OUT WITH FLAPS SELECTED OUT OF FULL RETRACT, FLAP CONTROL SURFACES WOULD HAVE RETRACTED TO FULL UP. COTTERPIN HOLE EDGES NOT CHAMFERED, SHARP EDGES COMBINED WITH SOFT MATERIAL OF PINS COULD ACCOUNT FOR ABNORMAL WEAR AND FAILURE: OTHER FLEET A/C CHECKED AND ONE DETENT MECHANISM PIN FOUND WITH A COTTERPIN MISSING RESULTING IN PIN MIGRATING PARTIALLY OUT.								

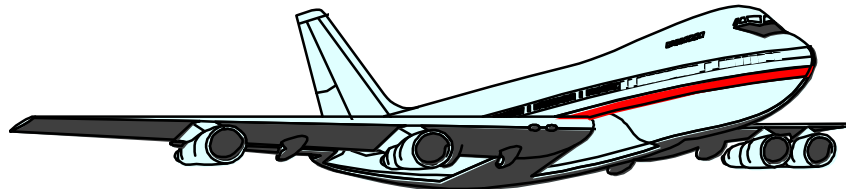
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FEDERAL AVIATION ADMINISTRATION SIGNIFICANT OCCURRENCE REPORT INDEX

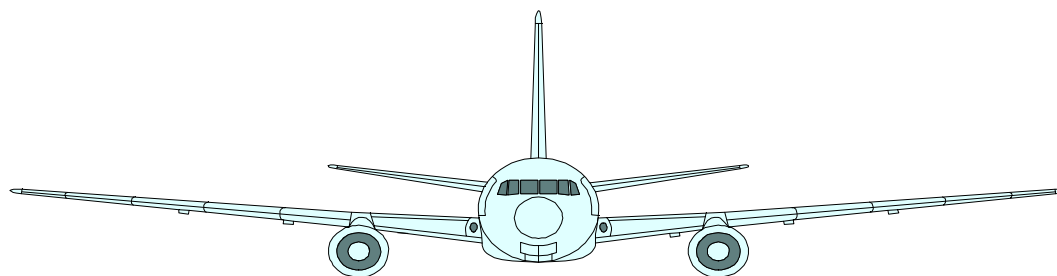
Showing Specific Part Numbers and Aircraft Model by Year

FOR THE PERIOD OF: 3/15/98 To 3/21/98

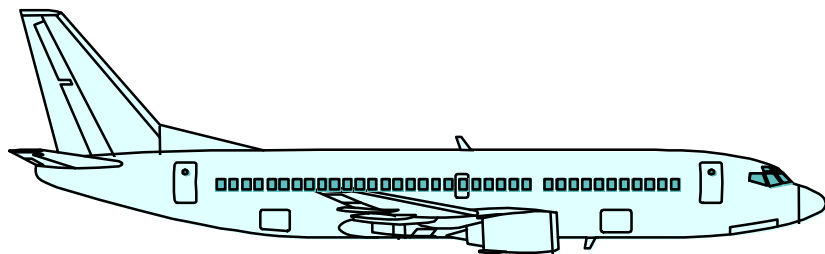
<u>PART NUMBER</u>			<u>YEAR</u>											
<u>PART NAME</u>	<u>ACFT MODEL</u>	<u>TOTAL</u>	<u>1987</u>	<u>1988</u>	<u>1989</u>	<u>1990</u>	<u>1991</u>	<u>1992</u>	<u>1993</u>	<u>1994</u>	<u>1995</u>	<u>1996</u>	<u>1997</u>	<u>1998</u>
27191311														
VANE	SA226AT	1	-	-	-	-	-	-	-	-	-	-	-	1
TOTAL of # 27191311 - - - - -		1	-	-	-	-	-	-	-	-	-	-	-	1
46A33														
PRIMARY VENTURI	unknown	1	-	-	-	-	-	-	-	-	-	-	-	1
TOTAL of # 46A33 - - - - -		1	-	-	-	-	-	-	-	-	-	-	-	1
58273														
SHIMMY DAMPENER	A65	1	-	-	-	-	-	-	-	-	-	-	-	1
TOTAL of # 58273 - - - - -		1	-	-	-	-	-	-	-	-	-	-	-	1
A19026013														
WARNING SWITCH	F28MK1000	1	-	-	-	-	-	-	-	-	-	-	-	1
TOTAL of # A19026013 - - - - -		1	-	-	-	-	-	-	-	-	-	-	-	1
CSN221724														
DETENT PIN	Z242L	1	-	-	-	-	-	-	-	-	-	-	-	1
TOTAL of # CSN221724 - - - - -		1	-	-	-	-	-	-	-	-	-	-	-	1
NAS3544240														
ROD	650	1	-	-	-	-	-	-	-	-	-	-	-	1
TOTAL of # NAS3544240 - - - - -		1	-	-	-	-	-	-	-	-	-	-	-	1
PW901A														
APU	747*	1	-	-	-	-	-	-	-	-	-	-	-	1
TOTAL of # PW901A - - - - -		1	-	-	-	-	-	-	-	-	-	-	-	1
S5391007501200														
PANEL	ATR42300	1	-	-	-	-	-	-	-	-	-	-	-	1
TOTAL of # S5391007501200 - - - - -		1	-	-	-	-	-	-	-	-	-	-	-	1
TOTAL for ALL (8) PART NUMBERS: - - - - -		8	-	-	-	-	-	-	-	-	-	-	-	8
END OF SIGNIFICANT OCCURRENCE REPORT INDEX														



DOMESTIC



SERVICE DIFFICULTY REPORT



DOMESTIC SERVICE DIFFICULTY REPORT SUMMARY**3/15/98 - 3/21/98 ISSUE: 98-12 ZAC-326**

ATA OPER	REG. NO SERIAL NO	ACFT MAKE ACFT MODEL	ENG MAKE ENG MDL	PROP MAKE PROP MDL	COMP MFG COMP MDL	PART NAME PART NUMBER	PART COND PART LOC.	TT TSO	DIFF. DATE OPER CONT NO
3240 C2XA	21837 202	AEROSP ATR42320				TRANSDUCER 140071	INOPERATIVE LT MLG		2/17/98 C2XA98BT013
ON LANDING IN EWR, TOWER OBSERVED SMOKE FROM LEFT LANDING GEAR ON LANDING ROLL. TOWER CALLED TRUCKS AND NOTIFIED CAPTAIN. REMOVED AND REPLACED WHEEL AND WHEEL SPEED TRANSDUCER. (M)									
3350 C2XA	34817 152	AEROSP ATR42320				BULB 44	FAILED CABIN		2/16/98 C2XA98BT011
AIRCRAFT ARRIVED AT HANGAR FOR A LINE CHECK WITH A LOG SQUAWK OF 'LEFT REAR EXTERIOR EMERGENCY EXIT LIGHT INOP'. REMOVED AND REPLACED LIGHT BULB. OPS CHECK GOOD. (M)									
3350 C2XA	34817 152	AEROSP ATR42320				BULB 44	FAILED CABIN		2/16/98 C2XA98BT012
AIRCRAFT ARRIVED AT HANGAR FOR LINE CHECK WITH LOG SQUAWK 'RT FWD AND AFT EXTERIOR EMERGENCY EXIT LIGHTS INOP'. REMOVED AND REPLACED LIGHT BULBS. OPS CHECK GOOD. (M)									
5315 SIMA	37AE 037	AEROSP ATR42300				FLOORBEAM S5317215820401	CORRODED CABIN		2/25/98 SIMA980571
SAW - DURING CPCP-4 INSPECTION, MAINTENANCE REPORTED THE RT SIDE OF FLOORBEAM 7 WAS CORRODED. MAINTENANCE SPLICED IN A NEW SECTION OF FLOORBEAM 7 IAW ATR DRAWING NR 115631R0158...1112 ISSUE A). AIRCRAFT WAS RETURNED TO SERVICE. (X)									
5320 SIMA	37AE 037	AEROSP ATR42300				SILL S5337129320201	CORRODED CARGO COMPT		2/25/98 SIMA980562
SAW - DURING CPCP-4 INSPECTION, MAINTENANCE REPORTED THE CARGO DOOR SILL SUPPORT PLATE CORRODED BETWEEN FRAMES 14 AND 18. MAINTENANCE REMOVED AND REPLACED THE SUPPORT PLATE IAW SRM 51-25-03. AIRCRAFT WAS RETURNED TO SERVICE. (X)									
5347 SIMA	37AE 037	AEROSP ATR42300				SEAT TRACK S53678001232	CORRODED CARGO COMPT		2/25/98 SIMA980561
SAW - DURING CPCP-4 INSPECTION, MAINTENANCE REPORTED THE RT AFT CARGO SEAT TRACK GOUGED OUT OF LIMITS. MAINTENANCE REMOVED AND REPLACED THE SEAT TRACK IAW SRM 51-24-04. AIRCRAFT WAS RETURNED TO SERVICE. (X)									
5730 RAIA *****	424TE 124	AEROSP ATR42300				PANEL S5391007501200	LOOSE FWD WING BOX	20892	2/27/98 RAIA980219
STL - FLT 7417 - AIRCRAFT ENCOUNTERED TURBULENCE IN-FLIGHT, AIRFRAME VIBRATION AFTER ENCOUNTER ON DESCENT. MAINTENANCE INSPECTED, FOUND FORWARD WING BOX PANEL 291BL LIFTED, INSPECTED AREA, REPLACED PANEL. (X)									
7200 C2XA	33449 507	AEROSP ATR42500	PWA PW127			ENGINE 3047600	FAILED LEFT	3573	1/30/98 C2XA98IA009
MEM - FLT 3857 - THE PILOT REPORTED THE NR 1 ENGINE HAD INDICATION FLUCTUATIONS, LOUD BANGS, AND VISUAL INDICATION OF SPARKS COMING OUT OF THE TAIL PIPE. THE CREW SHUT DOWN NR 1 ENGINE AND RETURNED TO MEM, LANDED WITHOUT INCIDENT. MAINTENANCE REMOVED AND REPLACED THE NR 1 ENGINE AND THE AIRCRAFT WAS APPROVED FOR RETURN TO SERVICE. (M)									
2612 FDEA	654FE 738	AIRBUS A300F4605R				FIRE WARN	MALFUNCTION NR 2 ENGINE		3/12/98 98FDEA00180
98-0067, AT APPROX 11000 FT ON CLIMB-OUT GOT A MOMENTARY FIRE WARN IN THE NR 2 ENG AS POWER WAS REDUCED WARN WENT OUT. ALL ENG INSTRUMENTS WERE NORMAL. PERFORM FIRE TEST ON NR 2 ENG PLUS IT WAS NORM BROUGHT PWR BK TO CLIMB TO CLIMB SET WITH NO REOCCURENCE. INSP ENG, AND ALL BLEED CONN AND CLAMP RAN ENG FOR 5 MIN PER A300 JRH SYS CKD GOOD. SPRAY ALL CLAMPS, CONN AND VALVES W/LEAK DEVELOPER/DETECTOR FOUND NO LEAKS AFTER PERFORM ENG RUN. SYS NORM.									

DOMESTIC SERVICE DIFFICULTY REPORT SUMMARY (cont'd)

3/15/98 To 3/21/98 ISSUE: 98-12 ZAC-326

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5320 AALA	7082A 643	AIRBUS A300B4605R				SUPPORT	CORRODED CABIN		1/22/98 AALA980202
TUL - FOUND CORROSION ALONG FLOOR SUPPORT FWD OF SEAT TRACK NR 9 BETWEEN FRAMES 14-16. REMOVED AND REPLACED FLOOR SUPPORT, INBOARD OF R1 DOOR FWD OF SEAT TRACK NR 9 BETWEEN FRAMES 14 AND 16, SRM 51-72-10-0. (M)									
5320 AALA	7082A 643	AIRBUS A300B4605R				SUPPORT	CORRODED CABIN		1/22/98 AALA980201
TUL - FLOOR SUPPORT END OF TRACK NR 7, BETWEEN FRAME 14 TO 17 HAS CORROSION. REMOVED CORROSION PER SRM 51-74-10-2, ALODINED, PRIMED AND PAINTED PER SRM 51-21-00-0. ACCOMPLISHED REPAIR PER AARD 51-10-00-3. (M)									
5347 AALA	7082A 643	AIRBUS A300B4605R				SEAT TRACK	CORRODED CABIN		1/26/98 AALA980217
TUL - FOUND SEAT TRACK NR 10 CORRODED AT FASTENER HOLES BETWEEN FRAMES 28 AND 30 AND R2 DOOR THRESHOLD AREA. REPAIRED CORROSION PER ESO30595, DATED 26 JAN 98. (M)									
5347 AALA	7082A 643	AIRBUS A300B4605R				SEAT TRACK	CORRODED CABIN		1/22/98 AALA980200
TUL - FOUND SEAT TRACK NR 9 CORRODED. REPLACED TRACK NR 9 BETWEEN FRAME 30 TO 32 PER SRM 51-22-10-0, ALODINED, PRIMED, PAINTED PER SRM 51-21-00-0. (M)									
7200 AALA	14056 463	AIRBUS A300B4605R	GE CF680C2A5			ENGINE	DEFECTIVE NR 1		1/21/98 AALA980195
JFK - FLT 657 - WHEN CLIMB RATE WAS SELECTED, NR 1 ENGINE WOULD NOT DEVELOP CLIMB POWER. RETURNED TO JFK AND LANDED WITHOUT INCIDENT. REPLACED NR 1 ENGINE. ACCOMPLISHED ENGINE RUN AND LEAK CHECKED NORMAL. SYSTEM GROUND CHECKED NORMAL OPERATION. OPERATIONAL CHECKED WITH NO DEFECTS. (M)									
7830 FDEA	672FE 779	AIRBUS A300F4605R				TR UNIT	MALFUNCTION NR 1 ENGINE		3/12/98 98FDEA00198
WHEN ACTIVATING AUTO THROTTLES FOR T/O, LEFT ECAM ANNUNCIATED ENG 1 REV PRESSURIZER AND MASTER CAUTION LIGHT REJECTED TAKEOFF. LOCKED OUT NR 1 T/R PER MEL 78-1 AND MX PROCEDURES 78-1 COMPLIED WITH. IN ADDITION, DISCONNECTED & PLUGGED BOTH DU SUPPLY LINES PER M/M 78-31-00 PAGE 901, DEFERRED PER MEL 78-1 CAT C. CONTROL # 31373, EXP 22 MAR 98.									
2720 FDEA *****	414FE 400	AIRBUS A310203				CONTROLS	ICED UP RUDDER		3/12/98 98FDEA00199
ON T/O ROLL, UNABLE TO GET FULL RUDDER TRAVEL, RT RUDDER TRAVEL STOPPED BETWEEN 1/2 TO 2/3 TRAVEL. ABORTED T/O. SUBSEQUENT CONTROL CHS WITH 20 FLAPS WERE NORMAL. WHILE TAXI BACK RUDDER TRAVEL STOP AT 2/3 TRAVEL RUDDER INPUT. A/C WAS DE-ICED AT INDY WITH 55 PERCENT TYPE NR 1. DE-ICED RUDDER AND TAIL SURFACES PRECAUTIONARY CK'D LINKAGES AND CABLES FOR BINDING, NONE FOUND. OPERATED RUDDERS THRU FULL RANGE OF TRAVEL SEVERAL TIMES CKS OK.									
3231 AWXA	643AW 315	AIRBUS A320231				UPLOCK ASSY 201122008	FAILED RT MLG DOOR		3/5/98 AWXA9800073
LANDING GEAR NOT CLOSED ECAM INDICATION, RIGHT MAIN GEAR. AIRCRAFT RETURNED TO CMH, EMERGENCY DECLARED. REMOVED AND REPLACED RIGHT MAIN LANDING GEAR DOOR UPLOCK ASSY IAW AMM 32-31-33.									
5230 GXPA *****	617GA 88	AMD FALCON				DOOR	OPENED CARGO		2/1/98 GXPA98001
CARGO DOOR OPENED AFTER TAKEOFF. CARGO NET WAS ATTACHED TO DOOR PREVENTING IT FROM OPENING BEYOND APPROXIMATELY 12 INCHES. SOME MATERIAL FROM CABIN FODED THE LEFT ENGINE, BUT IT REMAINED RUNNING. AIRCRAFT RETURNED TO SDF. UPON INVESTIGATION, FOUND DOOR TO BE OPERATING NORMALLY WITH NO DAMAGE. DETERMINED DOOR WAS NOT LOCKED PRIOR TO DEPARTURE. (X)									
2565 UF6A	852AW 2021	BAG ATP				SLIDE 2077000	FAILED TEST PAX DOOR	12467	2/17/98 UF6A980210
SBN - FORWARD PASSENGER DOOR EVACUATION SLIDE FAILED BATTERY FUNCTION TEST. MAINTENANCE REMOVED AND REPLACED EVACUATION SLIDE. (M)									

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2611 UF6A	852AW 2021	BAG ATP				SMOKE DETECTOR CG7PT2	FAILED LAVATORY	1089	12/6/97 UF6A971207
ORD - FLT 5754 - SMOKE CWP ILLUMINATED FROM LAVATORY. CWP CLEARED. MAINTENANCE REMOVED AND REPLACED THE LAVATORY SMOKE DETECTOR. SYSTEM OPS CHECKED GOOD. (M)									
2720 UF6A	851AW 2020	BAG ATP				TRANSMITTER U307793	FAILED RUDDER	13511	12/4/97 UF6A971205
ORD - FLT 5704 - RECEIVED RUDDER SCS ENGAGED LIGHT DURING TAXI. MAINTENANCE REMOVED AND REPLACED SYNCHRO POSITION TRANSMITTER. SYSTEM OPS CHECKED GOOD. (M)									
3020 UF6A	856AW 2032	BAG ATP				CIRCUIT BREAKER 9TC425	TRIPPED LT/RT ENGINE	12104	1/5/98 UF6A980108
ORD - FLT 5712 - DE-ICING FAULT ON BOTH ENGINES WITH THE MASTER PBSI DEPRESSED. WHEN PBSI IS RELEASED, GET LIP ON NORMAL INDICATION. MAINTENANCE RESET CIRCUIT BREAKER 1HK37 AND 2HK37. SYSTEM OPS CHECKED GOOD. (M)									
3150 UF6A	857AW 2034	BAG ATP				T/O WARNING	ILLUMINATED COCKPIT		2/12/98 UF6A980206
ORD - FLT 5717 - TAKEOFF CONFIGURATION ILLUMINATED ON TAKEOFF ROLL. MAINTENANCE INSPECTED AND PERFORMED OPS CHECK OF SYSTEM. SYSTEM OPS CHECKED GOOD, NO DEFECTS NOTED. (M)									
3246 UF6A	855AW 2029	BAG ATP				WHEEL AHA2120	VIBRATION NR 3/4 MAIN		12/3/97 UF6A971202
SBN - FLT 5751 - VIBRATION FROM 90 KNOTS TO ROTATION. NR 2 EFIS FAILED ON ROTATION. MAINTENANCE REMOVED AND REPLACED NR 3 AND NR 4 MAIN TIRE ASSEMBLIES. NR 2 EFIS OPS CHECKED GOOD. TEST FLIGHT FOR VIBRATION WAS SATISFACTORY. (M)									
3250 UF6A	858AW 2035	BAG ATP				STEERING	MALFUNCTIONED CABIN		2/13/98 UF6A980207
PIA - FLT 5745 - ON TAKEOFF AT ABOUT 60 KNOTS, THE NOSEWHEEL STEERING STOPPED WORKING. STARTED OPERATING AFTER ABORT. MAINTENANCE INSPECTED AND PERFORMED OPS CHECK OF SYSTEM. SYSTEM OPS CHECKED GOOD. NO DEFECTS NOTED. (M)									
3350 UF6A	851AW 2020	BAG ATP				BULB GE1317	FAILED CABIN	13657	1/5/98 UF6A980106
SBN - RIGHT AFT EXTERIOR EMERGENCY LIGHT IS OUT. MAINTENANCE REMOVED AND REPLACED BULB. SYSTEM OPS CHECKED GOOD. (M)									
3350 UF6A	851AW 2020	BAG ATP				LAMP 362624	FAILED CABIN	13722	1/15/98 UF6A980120
ORD - FLT 5766 - EMERGENCY FLOOR LIGHTING BETWEEN ROWS 2 AND 4 IS INOP. MAINTENANCE REMOVED AND REPLACED FLOOR PROXIMITY STRIP. SYSTEM OPS CHECKED GOOD. (M)									
3350 UF6A	851AW 2020	BAG ATP				BULB GE1317	FAILED CABIN	13657	1/5/98 UF6A980107
SBN - LEFT AFT OVERWING EXTERIOR EMERGENCY LIGHT IS OUT. MAINTENANCE REMOVED AND REPLACED BULB. SYSTEM OPS CHECKED GOOD. (M)									
3350 UF6A	852AW 2021	BAG ATP				POWER SUPPLY 6013211	INOPERATIVE CABIN	9684	1/7/98 UF6A980113
ORD - ROW 13-14CD EMERGENCY FLOOR LIGHTING INOP. MAINTENANCE REMOVED AND REPLACED NR 6 EMERGENCY LIGHT POWER SUPPLY. SYSTEM OPS CHECKED GOOD. (M)									
3350 UF6A	852AW 2021	BAG ATP				BULB GE1317	FAILED CABIN	13520	1/12/98 UF6A980116
SBN - LEFT AFT OVERWING EXTERIOR EMERGENCY LIGHT IS OUT. MAINTENANCE REMOVED AND REPLACED BULB. SYSTEM OPS CHECKED GOOD. (M)									

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3350 UF6A	852AW 2021	BAG ATP				POWER SUPPLY 6013211	INOPERATIVE CABIN	9684	1/8/98 UF6A980112
ORD - EMERGENCY EXIT LIGHT AT ROW 16CD INOP. MAINTENANCE REMOVED AND REPLACED NR 6 EMERGENCY LIGHT POWER SUPPLY. SYSTEM OPS CHECKED GOOD. (M)									
3350 UF6A	852AW 2021	BAG ATP				BULB GE718	FAILED CABIN	13666	2/7/98 UF6A980202
SBN - EMERGENCY EXIT LIGHT INOP AT AFT PASSENGER DOOR. MAINTENANCE REMOVED AND REPLACED LIGHT BULB. SYSTEM OPS CHECKED GOOD. (M)									
3350 UF6A	854AW 2028	BAG ATP				BULB GE1317	FAILED CABIN		2/16/98 UF6A980209
SBN - EMERGENCY LIGHT IN AFT GALLEY OVERHEAD POSITION INOP. MAINTENANCE REMOVED AND REPLACED BULB. (M)									
3350 UF6A	854AW 2028	BAG ATP				BULB GE1317	FAILED COCKPIT	12926	1/28/98 UF6A980130
FLIGHT DECK EMERGENCY LIGHT INOP. MAINTENANCE REMOVED AND REPLACED FLIGHT DECK EMERGENCY LIGHT. SYSTEM OPS CHECKED GOOD. (M)									
3350 UF6A	854AW 2028	BAG ATP				LIGHT	INOPERATIVE CABIN		1/19/98 UF6A980123
FWA - FLT 5722 - EMERGENCY FLOOR LIGHTING IMMEDIATELY BEHIND ORANGE STRIP INOP. MAINTENANCE INSPECTED, NO DEFECTS NOTED. SYSTEM OPS CHECKED GOOD. (M)									
3350 UF6A	854AW 2028	BAG ATP				BULB GE1317	FAILED PAX DOOR	12926	1/28/98 UF6A980129
SBN - ENTRY WAY OVERHEAD EMERGENCY LIGHT INOP. MAINTENANCE REMOVED AND REPLACED ENTRY WAY OVERHEAD EMERGENCY LIGHT. SYSTEM OPS CHECKED GOOD. (M)									
3350 UF6A	856AW 2032	BAG ATP				BULB GE1317	FAILED CABIN		2/13/98 UF6A980208
SBN - LEFT AFT EMERGENCY FUSELAGE LIGHT BURNED OUT. MAINTENANCE REMOVED AND REPLACED BULB. SYSTEM OPS CHECKED GOOD. (M)									
3350 UF6A	856AW 2032	BAG ATP			GRIMES	POWER SUPPLY 6013211	INOPERATIVE CABIN	9887	1/31/98 UF6A980131
SBN - NR 4 EMERGENCY BATTERY PACK INOP. MAINTENANCE REMOVED AND REPLACED NR 4 EMERGENCY BATTERY PACK. SYSTEM OPS CHECKED GOOD. (M)									
3350 UF6A	857AW 2034	BAG ATP				BULB GE1317	FAILED CABIN	12226	2/18/98 UF6A980211
SBN - AFT OVERHEAD GALLEY EMERGENCY LIGHT INOP. MAINTENANCE REMOVED AND REPLACED BULB. (M)									
3350 UF6A	857AW 2034	BAG ATP				LAMP L1033	FAILED COCKPIT	11945	12/22/97 UF6A971224
SBN - EMERGENCY LIGHT IN FLIGHT DECK INOP. MAINTENANCE REMOVED AND REPLACED BULB. SYSTEM OPS CHECKED GOOD. (M)									
3350 UF6A	857AW 2034	BAG ATP				LIGHT 58786	FAILED CABIN	11966	1/4/98 UF6A980105
ORD - FLOOR EMERGENCY LIGHTING AT ROW 4 AND 6 C/D INOP. MAINTENANCE REMOVED AND REPLACED FLOOR LIGHT STRIPS AT ROW 3, 4, 5, 6. SYSTEM OPS CHECKED GOOD. (M)									
3350 UF6A	858AW 2035	BAG ATP				LIGHTS	FAILED CABIN		1/8/98 UF6A980109
SBN - FLT 5751 - EMERGENCY LIGHTS ARE OUT OVER ROW 11. MAINTENANCE INSPECTED, NO DEFECTS NOTED. SYSTEM OPS CHECKED GOOD. (M)									

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3350 UF6A	858AW 2035	BAG ATP				BULB PR18	FAILED CABIN	11416	12/19/97 UF6A971220
SBN - FLIGHT ATTENDANTS 'A' EMERGENCY FLASHLIGHT INOP. MAINTENANCE REMOVED AND REPLACED FORWARD FLIGHT ATTENDANT FLASHLIGHT BULB. SYSTEM OPS CHECKED GOOD. (M)									
3350 UF6A	858AW 2035	BAG ATP				LIGHT	NO TEST CABIN		1/13/98 UF6A980117
CWA - FLT 5732 - EMERGENCY LIGHTING WILL NOT TEST. MAINTENANCE PERFORMED OPERATIONAL TEST OF EMERGENCY LIGHTING. SYSTEM OPS CHECKED GOOD. (M)									
3350 UF6A	858AW 2035	BAG ATP				LIGHT	INOPERATIVE CABIN		1/8/98 UF6A980110
SBN - FLT 5751 - FLOOR EMERGENCY LIGHTS ARE INOP AT ROW 9. MAINTENANCE INSPECTED, NO DEFECTS NOTED. SYSTEM OPS CHECED GOOD. (M)									
3350 UF6A	859AW 2036	BAG ATP				LAMP GE1317	FAILED CABIN	11700	12/21/97 UF6A971223
SBN - LEFT AFT OVERWING EGRESS LIGHT INOP. MAINTENANCE REMOVED AND REPLACED BULB. SYSTEM OPS CHECKED GOOD. (M)									
3425 UF6A	857AW 2034	BAG ATP				EFIS	ILLUMINATED COCKPIT		1/8/98 UF6A980111
ORD - FLT 5735 - ON TAKEOFF ROLL EFIS CWP ILLUMINATED AND X-MON WAS DISPLAYED. MAINTENANCE INSPECTED AND PERFORMED OPS CHECK. SYSTEM OPS CHECKED GOOD. (M)									
5270 UF6A	855AW 2029	BAG ATP				SWITCH 9EN4081BT1BB2	DIRTY PAX DOOR	12407	1/26/98 UF6A980128
AZO - FLT 5707 - AFT RIGHT FUSELAGE DOOR EXIT CWP ILLUMINATED IN FLIGHT INTERMITTENTLY. MAINTENANCE CLEANED MICROSWITCH AND PERFORMED OPS CHECK OF DOOR. SYSTEM OPS CHECKED GOOD. (M)									
6112 UF6A	857AW 2034	BAG ATP				HEATER LEAD AMP324533	FAILED NR 2 ENGINE	11926	12/19/97 UF6A971221
ORD - FLT 5719 - IN FLIGHT, NR 2 ENGINE DE-ICE CWP WITH PROP CAPTION ILLUMINATED. MAINTENANCE REPAIRED HEATER LEAD ON NR 4 BLADE, NR 2 ENGINE. PROP DE-ICE CHECKED GOOD. (M)									
6120 UF6A	859AW 2036	BAG ATP				PROP FEATHER SYS	INOP NR 2 ENGINE		1/3/98 UF6A980104
ORD - FLT 5736 - NR 2 PROP DID NOT FULLY FEATHER WHEN ENGINE WAS SHUTDOWN. MAINTENANCE INSPECTED AND RAN NR 2 ENGINE. SYSTEM OPS CHECKED WITHIN LIMITS. NO DEFECTS NOTED. (M)									
6123 UF6A	852AW 2021	BAG ATP				AUTOFEATHER UNIT 30048000014	FAILED NR 1 ENGINE	7617	12/10/97 UF6A971209
ORD - FLT 5712 - NR 1 ENGINE WILL NOT AUTOFEATHER ON GROUND. MAINTENANCE REMOVED AND REPLACED NR 1 AFU. SYSTEM OPS CHECKED GOOD. (M)									
7532 UF6A	852AW 2021	BAG ATP	PWA PW126A			BLEED VALVE 311171202	FAILED NR 1 ENGINE	11155	2/11/98 UF6A980205
ORD - FLT 5708 - IN CLIMB, ITT AND NH WERE APPROACHING RED LINE ON LEFT ENGINE. PULLED POWER LEVERS BACK AS TO NTO EXCEED LIMITS. MAINTENANCE INSPECTED SYSTEM AND FOUND HANDLING BLEED VALVE AT FAULT. REMOVED AND REPLACED HANDLING BLEED VALVE AND SERVO VALVE. POWER ASSURANCE RUNS OPS CHECKED SATISFACTORY. (M)									
7722 UF6A	858AW 2035	BAG ATP				TRIM RESISTOR ST311411	DIRTY NR 2 ENGINE	9738	12/9/97 UF6A971208
SBN - FLT 5712 - NR 2 ENGINE ITT EXCEEDED 765 DEGREES IN CLIMB. ITT EQUALS 772 DEGREES AT 12,000 PA, 90 PERCENT TORQUE, 70 DEGREES CELSIUS. MAINTENANCE CLEANED AND RECONNECTED TRIM RESISTOR ON THE NR 2 ENGINE. PERFORMED POWER ASSURANCE RUN. ALL PARAMETERS CHECKED GOOD. (M)									

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2434 REXA	316PX 687	BAG JETSTM3101				GENERATOR 23079009	FAILED RT ENGINE		2/25/98 REXA98060
IN-FLIGHT, AMMETER SHOWED 150-200 AMPS ON LEFT SIDE AND ZERO - 10 AMPS ON RIGHT. REMOVED AND REPLACED RIGHT HAND DC GENERATOR. GENERATORS PARALLELED. OK FOR SERVICE. (X)									
2612 REXA	318PX 689	BAG JETSTM3101				FIRE CONTROL BOX 51653120	FAILED RIGHT		2/17/98 REXA98056
RIGHT ENGINE FIRE INDICATION ON RUNWAY. REMOVED AND REPLACED RIGHT FIRE CONTROL BOX. (X)									
2842 REXA	317PX 688	BAG JETSTM3101				SENSOR	MALFUNCTIONED LEFT		2/26/98 REXA98062
LEFT HAND FUEL QUANTITY IS INOPERABLE. APPLIED PRIST TO LEFT HAND FUEL TANK. SUMPED 3 GALLONS FROM LEFT HAND FUEL TANK. GAUGE READS SAME AS MAG STICK. (X)									
3260 REXA	332PX 702	BAG JETSTM3101				WIRE	DAMAGED NLG		2/24/98 REXA98059
NOSE GEAR NOT INDICATING GREEN. REPAIRED BROKEN AND DAMAGED WIRE AT NOSE DOWNLOCK MICROSWITCH. (X)									
3260 WTAA	429UE 807	BAG JETSTM3101				DOWNLOCK LIGHT	MALFUNCTIONED LANDING GEAR		2/23/98 WTAA980037
LAX - LANDING GEAR DOWN AND LOCK FAILED TO ILLUMINATE WHEN GEAR SELECTED DOWN. MAINTENANCE PERFORMED OPERATIONAL CHECK OF LANDING GEAR. GEAR INDICATIONS NORMAL. COULD NOT DUPLICATE DISCREPANCY. AIRCRAFT RETURNED TO SERVICE. (X)									
7320 WTAA	425UE 798	BAG JETSTM3101	GARRTT TPE33110U			BYPASS VALVE 8974573	FAILED LT ENGINE		2/16/98 WTAA980033
SBP - LEFT ENGINE FAILED TO MAKE TAKEOFF TORQUE. TAKEOFF ABORTED. MAINTENANCE DEFERRED TTL PER MEL 76-2. AIRCRAFT RETURNED TO SERVICE. MAINTENANCE SUBSEQUENTLY CLOSED DEFERRAL BY REPLACING LEFT TTL BYPASS VALVE. OPERATIONAL AND LEAK CHECK SATISFACTORY. (X)									
7332 RAIA	864AE 864	BAG JETSTM3201	GARRTT TPE33112UA			PRESSURE SWITCH 1103P0645	FAILED RT ENGINE	9031	3/1/98 RAIA980301
LAX - FLT 4794 - RIGHT ENGINE LOW FUEL PRESSURE CAPTION ILLUMINATED ON TAKEOFF ROLL. MAINTENANCE REPLACED RIGHT FUEL LOW PRESSURE SWITCH. (X)									
7712 WTAA	422UE 782	BAG JETSTM3101				TQ INDICATION	MALFUNCTIONED LEFT		2/14/98 WTAA980032
SNA - LEFT TORQUE INDICATION FLUCTUATION REPORTED. AIRCRAFT RETURNED TO GATE. MAINTENANCE COULD NOT DUPLICATE DISCREPANCY. PERFORMED HIGH POWER GROUND RUN, NO DEFECTS NOTED. AIRCRAFT RETURNED TO SERVICE. (X)									
7931 RAIA	423AM 858	BAG JETSTM3201	GARRTT TPE3312UA			PRESSURE SWITCH 1103P0645	FAILED RT ENGINE	30	3/2/98 RAIA980302
BRL - FLT 7541 - RIGHT ENGINE FUEL LOW PRESSURE CAPTION ILLUMINATED ON TAKEOFF ROLL. MAINTENANCE REPLACED RIGHT ENGINE FUEL LOW PRESSURE SWITCH. (X)									
5511 MASA	46YV UE46	BEECH 1900D				SPAR 10162000061	CRACKED HORIZONTAL STAB		2/5/98 MASA98044
DURING NIGHT MAINTENANCE, FOUND THE HORIZONTAL STABILON SPAR CRACKED AROUND THE DEICE HOSE. MAINTENANCE REPAIRED THE CRACKED WEBBING IN THE HORIZONTAL STABILIZER MAIN SPAR CENTER WEB IAW RO NR B1900D-55-0001. ACFT TT: 11,800 HOURS. ACFT TC: 18,212. (X)									
6122 JJBA	861CA UE164	BEECH 1900D			WOODWARD	PROP GOVERNOR 30849601	FAILED LT ENGINE	1068	2/25/98 98ZZZX1091
AFTER TAKEOFF, PROPELLER RPM WENT TO 1,800. CREW ABLE TO REDUCE RPM TO 1,450, AND RETURNED TO FIELD. PROPELLER GOVERNOR FAILURE. REMOVED AND REPLACED PROPELLER GOVERNOR.									

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2410	483FE	BOEING				CSD	FAILED		3/11/98
FDEA	21465	727227				700842A	NR 3 ENGINE		98FDEA00171
AFTER TAKEOFF, NR 3 GENERATOR LOW OIL PRESS LIGHT CAME ON. FOLLOWED ALL STEPS IN RED TABS, CONSTANT SPEED DRIVE WOULD NOT DISCONNECT. AFTER THE 10TH TRY IT DISCONNECTED. CONSTANT SPEED DRIVE RISE WAS OUT OF LIMITS. CONSTANT SPEED DRIVE DID NOT DISCONNECT UNTIL WELL ON OUR WAY BACK TO DFW. REMOVED AND REPLACED NR 3 CONSTANT SPEED DRIVE, COOLER AND FLUSHED LINES. RAN ENGINE AND SYSTEM OPERATIONAL CHECKS AND LEAK CHECKS OK PER MAINTENANCE MANUAL 24-00. RESET CIRCUIT BREAKER FOR COOLING FAN AND RESAFTIED DISCONNECT.									
2612	913TS	BOEING				WIRE HARNESS	CHAFED		2/27/98
TAOA	20250	727254					NR 1 ENGINE		TAOA029812
LGA/BOS - FLT 6102 - NR 1 FIRE LIGHT AND BELL WENT OFF WHEN POWER WAS ADVANCED FOR LEVEL-OFF DURING DESCENT. THROTTLE WAS RETARDED AND LIGHT AND BELL SILENCED, SYSTEM OPERATED NORMALLY. RAN NR 1 ENGINE AT DIFFERENT POWER SETTINGS. ALL PNEUMATIC DUCTS AND CLAMPS CHECKED FOR LEAKS AND SECURITY. FOUND FIRE DETECTOR LOOP WIRING AT PYLON CHAFING AT CLAMP, REPOSITIONED HARNESS, OPERATION CHECK NORMAL PER MM 26-21-0. (X)									
2710	622DH	BOEING				BRACKET	DAMAGED		2/9/98
MZZA	20896	727264				69258822	RT WING		MZZA98075
KUL - Q-CHECK - DURING REPLACEMENT OF RT AILERON BUS CABLE, FOUND RT AILERON BUS CABLE TURNAROUND PULLEY BRACKET DAMAGED. PLATES FABRICATED AND INSTALLED IAW BOEING DRAWING 69-25882. REFER HNRC 869821 FOR CABLE REPLACEMENT. (X)									
2710	622DH	BOEING				PCU COVER	CRACKED		2/9/98
MZZA	20896	727264				65256232	AILERON CONTROL		MZZA98076
KUL - Q-CHECK - DURING REASSEMBLY OF AILERON PCU LINKAGE ASSEMBLY, LOWER COVER WAS FOUND CRACKED AT LOWER RIG PIN HOLE. REPAIR TO LOWER COVER CUT-OUT IAW ECRA 5270C072. PLEASE REFER TO ROUTINE CARD NR 552 FOR REASSEMBLY OF PCU LINKAGES. (X)									
2780	622DH	BOEING				PIN	MISSING		2/2/98
MZZA	20896	727264					FLAP CONTL VALVE		MZZA98071
KUL - Q-CHECK - LEADING EDGE SLAT/FLAP CONTROL VALVE FOUND TO HAVE MISSING SPLIT PIN IN INPUT LEVER BOLT AND NUT INSTALLED FINGER TIGHT. BOLT AND NUT TORQUED AND SPLIT PINNED IAW MM 27-81-81. (X)									
2782	622DH	BOEING				ANGLE	CRACKED		1/26/98
MZZA	20896	727264				651627537	RT LE FLAP ACT		MZZA98078
KUL - Q-CHK - NR 6 KRUEGER LEADING EDGE FLAP ACTUATOR TRUNNION MOUNTING BOX IS CRACKED AT LOWER INBOARD CORNER. FORMED SECTION FABRICATED IAW BOEING DRAWING AND INSTALLED IAW SRM 51-30-2. ACTUATOR REINSTALLED AND FUNCTIONAL CHECK CARRIED OUT. (X)									
2810	622DH	BOEING				GASKET	MISSING		2/2/98
MZZA	20896	727264				10614212	LT/RT WING TANKS		MZZA98069
KUL - Q-CHK - FOLLOWING REMOVAL OF ALL NON-STRESSED WING FUEL TANK ACCESS PANELS FOUND NO PANELS HAD ALUMINUM KNITTED GASKETS FITTED. BONDING GASKET REINSTALLED PRIOR TO PANEL REPLACEMENT. FUEL LEAK CHECK CARRIED OUT. (X)									
2910	282SC	BOEING				HYDRAULIC LINE	LEAKING		3/7/98
SCNA	22558	727225					CARGO COMPT		SCNA98023
FUMES EXIST IN PASSENGER CABIN. FOUND TAILSKID HYDRAULIC LINE IN AFT WALL OF AFT CARGO COMPARTMENT LEAKING FLUID ON A PNEUMATIC DUCT. INSTALLED A TEMPORARY REPAIR TO THE HYDRAULIC LINE AND FUNCTIONALLY CHECKED GOOD.									
3230	418DA	BOEING				ACTUATOR ROD	FAILED		3/10/98
DALA	21271	727232			65404674		NLG		DL72S980547
NOSE LANDING FAILED TO RETRACT ON CLIMB-OUT OF LEX. C/W POM CONTINUED TO CVG. LUBED NOSE GEAR AND FOUND NOSE GEAR DOWN LOCK ACTUATOR ROD FAILED. REPLACED N OSE GEAR DOWNLOCK ACTUATOR ASSY 324003683 S/N ON 1255 S/N OFF 283.									

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3231 GAIA	264US 19983	BOEING 727251				LINKAGE	OUT OF ADJUST NLG		2/27/98 GAIA9825
TOL - AFTER DEPARTING, FLIGHT CREW IDENTIFIED THE 'NOSE GEAR DOOR LIGHT ON' AFTER GEAR RETRACTION. AIRCRAFT MADE AN UNEVENTFUL RETURN TO TOL. ADJUSTED AND TESTED NOSE GEAR DOOR LINKAGE IAW B-727 MM 32-22-01. AIRCRAFT RETURNED TO SERVICE. (X)									
3350 K3HA	361KP 20627	BOEING 727225				BATTERY PACK 900835A	DISCHARGED CABIN		3/11/98 K3HA980033
LEFT OVERWING CENTER EMERGENCY LIGHT INOP. REMOVED AND REPLACED BATTERY PACK, OPS CHECK OK, REF MM 33-50-2.									
3350 K3HA	361KP 20627	BOEING 727225				POWER SUPPLY 90052	INOPERATIVE CABIN		3/11/98 K3HA980031
RIGHT CENTER OVERWING EMERGENCY LIGHT INOP. REMOVED AND REPLACED POWER SUPPLY, OPS CHECK OK REF MM 33-50-01.									
3350 K3HA	361KP 20627	BOEING 727225				BATTERY PACK 900835A	DISCHARGED CABIN		3/11/98 K3HA980035
RIGHT OVERWING CENTER EMERGENCY LIGHT INOP. REMOVED AND REPLACED BATTERY PACK, OPS CHECK OK, REF MM 33-50-2.									
3350 K3HA	361KP 20627	BOEING 727225				BATTERY PACK 900835A	DISCHARGED CABIN		3/11/98 K3HA980036
RIGHT OVERWING FORWARD EMERGENCY LIGHT INOP. REMOVED AND REPLACED BATTERY PACK, OPS CHECK OK, REF MM 33-50-2.									
3350 K3HA	361KP 20627	BOEING 727225				POWER SUPPLY 90052	INOPERATIVE CABIN		3/11/98 K3HA980032
LEFT FORWARD OVERWING EMERGENCY LIGHT INOP. REMOVED AND REPLACED POWER SUPPLY, OPS CHECK OK, REF MM 33-50-01.									
3350 K3HA	361KP 20627	BOEING 727225				BATTERY PACK 900835A	DISCHARGED CABIN		3/11/98 K3HA980034
LEFT OVERWING FORWARD EMERGENCY LIGHT INOP. REMOVED AND REPLACED BATTERY PACK, OPS CHECK OK, REF MM 33-50-2.									
3350 K3HA	361KP 20627	BOEING 727225				BATTERY PACK 900835A	DISCHARGED CARGO COMPT		3/14/98 K3HA980038
AFT CARGO DOOR EMERGENCY LIGHT INOP. REMOVED AND REPLACED AFT CARGO DOOR BATTERY PACK REF MM 33-50-22, OP CHECK OK.									
3350 K3HA	361KP 20627	BOEING 727225				POWER SUPPLY 90052	INOPERATIVE CABIN		3/11/98 K3HA980030
LEFT CENTER OVERWING EMERGENCY LIGHT INOP. REMOVED AND REPLACED POWER SUPPLY, OPS CHECK OK REF MM 33-50-01.									
3350 K3HA	8880Z 21453	BOEING 727225				LAMP 3071BPEGPL	FAILED CABIN		3/12/98 K3HA980037
FLOOR LIGHT OUT ACROSS FROM FORWARD GALLEY. RELAMPED FLOOR LIGHT (EMERGENCY E-PATH) REF 33-59-00, OPS CHECK OK.									
3350 DALA	514DA 21430	BOEING 727232				BATTERY 900835A	DISCHARGED CABIN		3/11/98 DL72L980563
BOTH F/C DOOR EMERGENCY LIGHTS INOP. REPLACED BATTERY PACK.									
3350 DALA	538DA 22076	BOEING 727232			S106	BATTERIES	DISCHARGED CABIN		3/11/98 DL72S980562
EMERGENCY LIGHTS ABOVE AIRSTAIRS INOP. REPLACED BATTERIES. CKS GOOD.									

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3350 GAIA	278US 21157	BOEING 727251				LIGHT 1000679	INOPERATIVE L1 DOOR		2/27/98 GAIA9826
UPON ARRIVAL AT TOL, CREW NOTED CREW EMERGENCY EXIT LIGHT BATTERY DEAD. REMOVED AND REPLACED EMERGENCY EXIT LIGHT IAW B727 MM 33-50. OPERATIONS CHECK GOOD. AIRCRAFT RETURNED TO SERVICE. (X)									
3350 IPXA	949UP 19717	BOEING 72725C				BATTERY PACK 9621015	DISCHARGED CABIN		3/12/98 UPS98226093
OVERWING EMERGENCY LIGHTS AND AFT STAIR EMERGENCY LIGHTS ARE WEAK. REMOVED AND REPLACED EMERGENCY LIGHTS BATTERY PACKS. LIGHTS OPS CHECK NORMAL IAW M/M 33-50-11, P\N'S ON 96-21015 S\N'S ON NSN P\N'S OFF 96-2-1015 S\N OFF NSN.									
3350 IPXA	951UP 19850	BOEING 72725C				LIGHT	MISSING CABIN		3/11/98 UPS98226084
INSPECTION TYPE-N/A, INSTALL GRIMES LIGHT ABOVE FLIGHT STATION DOOR. INSTALLED EMERGENCY LIGHTS AS REQUIRED.									
5311 AALA	864AA 21369	BOEING 727223				FRAME	CRACKED BS 1270		1/16/98 AALA980166
TUL - BELL FRAME CRACKED AT STR 19R ATTACH INSIDE RT LOWER TORQUE BOX AT STA 1270. STOP DRILLED CRACKS AND FABRICATED AND INSTALLED DOUBLER PER SRM 57-10-21. TST: 56,192 HOURS. CYCLES: 34,665. (X)									
5311 AALA	864AA 21369	BOEING 727223				FRAME	BENT BS 950		1/16/98 AALA980162
TUL - STA 950C STR 26R FRAME UPPER FLANGE BENT. INSTALLED DOUBLER PER SRM 53-10-4 PAGES 3-6. TST: 56,192 HOURS. CYCLES: 34,665. (X)									
5311 AALA	864AA 21369	BOEING 727223				FRAME	CRACKED BS 1050		1/16/98 AALA980164
TUL - BELL FRAMES DENTED AND CRACKED STA 1090 STR 27R, STA 1090 STR 27L 950B, STR 26L 1050, STR 27L 1050, STR 27R 1070, STR 27L 1110, STR 26R 1110, STR 26L 1030, STR 27L 1030, STR 27R. DOUBLERS INSTALLED PER SRM 53-10-4 PAGES 3-6. TST: 56,192 HOURS. CYCLES: 34,665. (X)									
5311 AALA	701AA 22459	BOEING 727223				FRAME	CORRODED BS 970		2/9/98 AALA980291
TUL - STA 970 FRAME AND SHEAR TIE CORRODED BETWEEN STR 29R AND STR 36. INSTALLED DOUBLER PER SRM 53-10-4 FIG 12. TST: 46,991 HOURS. CYCLES: 24,531. (X)									
5311 DALA	522DA 21582	BOEING 727232				FRAME	CRACKED BS 930		2/24/98 DL72S980557
ITEM: FRAME CRACKED STA 930 ABOVE 14 LT MARKED. REPAIRED PER SRM 53-10-4 FIG 25.									
5311 FDEA	263FE 21625	BOEING 727233				FRAME	DENTED BS 520		3/12/98 98FDEA00193
NR 0917, FWD LOWER CARGO COMPT: FRAME DENTED AT BS 520, STR 23 - 24 RT. REMOVED DAMAGED FRAME SECTION LOWER FORWARD CARGO BS 520, STR 23 - 24 RT. INSTALLED DOUBLER AND NEW STRINGER CLIPS PER SRM 51-40-3 FIG 1 (SHEET 4) AND SRM 51-10-1.									
5311 FDEA	263FE 21625	BOEING 727233				FRAME	DENTED BS 560		3/12/98 98FDEA00174
FWD LWR CARGO FRAME DENTED BS 560, STR 24L TO 25L. REMOVED DAMAGE, INSTALLED BELTFRAME DOUBLER REPAIR PER SRM 51-40-3.									
5311 FDEA	263FE 21625	BOEING 727233				FRAME	DENTED BS 600		3/12/98 98FDEA00194
NR 0775, FWD LOWER CARGO COMPT, FRAME DENTED BS 600 AT STR 24 - 25 LT. REMOVED DAMAGED AREA, FABRICATED, ALODINED AND PRIMED REPAIR DOUBLER AND INSTALLED DOUBLER PER SRM 53-10-4 FIGURE 1 (SHEET 3).									

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5311 FDEA	263FE 21625	BOEING 727233				FRAME	DENTED BS 660		3/11/98 98FDEA00179
FWD LWR CARGO FRAME DENTED BS 660, STR 22 TO STR 23. REMOVED DAMAGE FROM FRAME, PREPARED DOUBLER, ALODINED, PRIMED AND INSTALLED DOUBLER PER SRM 53-10-4.									
5311 FDEA	263FE 21625	BOEING 727233				FRAME	DENTED BS 700		3/12/98 98FDEA00178
FWD CARGO, BS 700, STR 23 TO 24 RT BELL FRAME DENTED. CUT OUT DAMAGED AREA OF BELL FRAME PER SRM 53-10-7 PAGE 1. ALODINED AND PRIMED PER M/M 51-20-0. INSTALLED BELL FRAME REPAIR PER SRM 51-40-3 FIG 1.									
5311 FDEA	263FE 21625	BOEING 727233				FRAME	DENTED BS 700		3/12/98 98FDEA00176
FWD CARGO BS 700, STR 23 TO 24 LT BELL FRAME DENTED. REMOVED DAMAGED AREA OF BELL FRAME PER SRM 51-40-3. ALODINED AND PRIMED PER M/M 51-20-0. INSTALLED DOUBLER PER SRM 51-40-3.									
5311 FDEA	263FE 21625	BOEING 727233				FRAME	DAMAGED BS 1130		3/12/98 98FDEA00175
UPPER LOBE BS 1130, BETWEEN STR 13L AND 14L BELL FRAME HAS DAMAGED AREA AND BARE METAL. REMOVED DAMAGED AREA OF BELL FRAME. ACCOMPLISHED BELL FRAME REPAIR PER SRM 53-10-4 PG 7-11.									
5311 FDEA	268FE 21674	BOEING 727233				FRAME	DENTED BS 580		3/12/98 98FDEA00192
NR 0259, FWD CARGO BELT FRAME DENTED AT BS 580 BETWEEN STRS 23 - 25 L. REMOVED DAMAGE. INSTALLED DOUBLER BS 580 BETWEEN STRS 23 - 25 L PER SRM 51-40-3.									
5311 FDEA	268FE 21674	BOEING 727233				FRAME	DENTED BS 700		3/12/98 98FDEA00185
NR 0253 FWD CARGO, BELT FRAME DENTED BS 700, STR 22 R. REMOVED DAMAGE. INSTALLED DOUBLER PER SRM 51-40-3.									
5311 FDEA	268FE 21674	BOEING 727233				FRAME	DENTED BS 680		3/12/98 98FDEA00184
NR 0257 FWD CARGO, BELT FRAME DENTED (2 PLACES) BS 680, AT STR 23 AND STR 22 R. REMOVED DAMAGE, INSTALLED DOUBLER PER SRM 51-40-3.									
5311 FDEA	268FE 21674	BOEING 727233				FRAME	DENTED BS 680		3/12/98 98FDEA00183
NR 0256 FWD CARGO, BELT FRAME DENTED BS 680, STR 25 R. REMOVED DAMAGE. FABRICATED AND DRILLED DOUBLER AND PRIMED ALL BARE METAL. INSTALLED DOUBLER PER SRM 51-40-3.									
5311 FDEA	268FE 21674	BOEING 727233				FRAME	DENTED BS 500		3/12/98 98FDEA00189
NR 0268 FWD CARGO, BELT FRAME DENTED (2 PLACES) AT BS 500 BETWEEN STRS 22 - 24 L. REMOVED DAMAGE. INSTALLED DOUBLER AT BS 500 BETWEEN STRS 22 - 24 L PER SRM 51-40-3.									
5311 FDEA	268FE 21674	BOEING 727233				FRAME	DENTED BS 700		3/12/98 98FDEA00182
NR 0258 FWD CARGO, BELT FRAME DENTED BS 700, STR 24 R. REMOVED DAMAGE. INSTALLED DOUBLER PER SRM 51-40-3.									
5311 FDEA	268FE 21674	BOEING 727233				FRAME	DENTED BS 560		3/12/98 98FDEA00191
NR 0260, FWD CARGO, BELT FRAME DENTED AT BS 560 BETWEEN STRS 22 - 25 L. REMOVED DAMAGE. INSTALLED REPAIR DOUBLER ON BELT FRAME PER SRM 51-40-3.									

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5311 FDEA	268FE 21674	BOEING 727233				FRAME	DENTED BS 520		3/12/98 98FDEA00188
NR 0267 FWD CARGO, BELT FRAME DENTED (2 PLACES) AT BS 520 BETWEEN STRS 23 - 25 L. REMOVED DAMAGE. INSTALLED REPAIR DOUBLER ON BELT FRAME PER SRM 51-40-3.									
5313 AALA	864AA 21369	BOEING 727223				STRINGER	CORRODED BS 688		1/16/98 AALA980151
TUL - CORROSION IN STR 28R STA 688 - STA 692. INSTALLED NEW SECTION OF STR AT HAT CHANNEL PER SRM 53-10-3 PAGES 1 AND 2, ESO 11647 DATED 1-8-98. TST: 56,192 HOURS. CYCLES: 34,665. (X)									
5313 AALA	864AA 21369	BOEING 727223				STRINGER	CORRODED BS 480		1/16/98 AALA980167
TUL - SKIN BULGDGED AND FASTENER HEADS DISHED STA 480 STR 26R. INSTALLED DOUBLER REPAIR ON STR FORWARD AND AFT OF STA 480. TST: 56,192 HOURS. CYCLES: 34,665. (X)									
5313 AALA	864AA 21369	BOEING 727223				STRINGER	GOUGED BS 910		1/16/98 AALA980161
TUL - STA 910 BOTTOM SIDE OF STR 18A LT BADLY GOUGED. INSTALLED STRAP PER ESO 11697 DATED 1-5-98. TST: 56,192 HOURS. CYCLES: 34,665. (X)									
5313 AALA	864AA 21369	BOEING 727223				STRINGER	CORRODED BS 720		1/16/98 AALA980152
TUL - CORROSION AT FASTENER OUTBOARD FLANGE STR 28L STA 720F + 15 INCHES. REMOVED CORROSION AND REPAIRED PER ESO 11697 DATED 1-2-98. TST: 56,192 HOURS. CYCLES: 34,665. (X)									
5313 AALA	864AA 21369	BOEING 727223				STRINGER	CORRODED BS 1148		1/16/98 AALA980153
TUL - SKIN BULGED AND FASTENER HEADS DISHED AT STA 1148 AND STR 26L. INSTALLED STRINGER SPLICE AT STR 26L AND STA 1148 PER SRM 53-10-3, PAGES 3-4B. TST: 56,192 HOURS. CYCLES: 34,665. (X)									
5313 AALA	864AA 21369	BOEING 727223				STRINGER	CORRODED BS 1166		1/16/98 AALA980154
TUL - STR 29L, CORROSION FOUND AT STA 1166. INSTALLED STRINGER SPLICE PER SRM 53-10-3, PAGE 4B. TST: 56,192 HOURS. CYCLES: 34,665. (X)									
5313 AALA	864AA 21369	BOEING 727223				STRINGER	CORRODED BS 990		1/19/98 AALA0175
TUL - CORROSION INSIDE STR 28R STA 990. BLENDED OUT CORROSION AND INSTALLED STRAP DOUBLER REPAIR PER ESO 11697 DATED 1-19-98. TST: 56,192 HOURS. CYCLES: 34,665. (X)									
5313 AALA	872AA 21384	BOEING 727223				STRINGER	CORRODED BS 594		1/20/98 AALA980185
TUL - STR 28L CORRODED INSIDE HAT SECTION STA 594 TO STA 596. REMOVED CORRODED SECTION OF STRINGER. INSTALLED STRINGER REPAIR PER SRM 53-10-3 PAGE 4B. TST: 54,792 HOURS. CYCLES: 33,779. (X)									
5313 AALA	872AA 21384	BOEING 727223				STRINGER	CORRODED BS 950		1/27/98 AALA980222
TUL - OUTBOARD FLANGE OF STR 29L HAS CORROSION. INSTALLED REPAIR PER ESO 11697 DATED 1-13-98. TST: 54,792 HOURS. CYCLES: 33,779. (X)									
5313 AALA	872AA 21384	BOEING 727223				STRINGER	CORRODED BS 950		1/20/98 AALA980184
TUL - OUTBOARD FLANGE OF STR 29L HAS CORROSION. INSTALLED REPAIR PER ESO 11697 DATED 1-13-98. TST: 54,792. CYCLES: 33,779. (X)									

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5313 AALA	872AA 21384	BOEING 727223				STRINGER	CORRODED BS 595		1/27/98 AALA980223
TUL - STR 28L CORROSION INSIDE HAT SECTION STA 595. INSTALLED STRINGER REPAIR PER SRM 53-10-3 PAGE 4B AT STA 595 STR 28L. TST: 54,792 HOURS. CYCLES: 33,779. (X)									
5313 AALA	887AA 21526	BOEING 727223				STRINGER	CORRODED BS 720		2/9/98 AALA980287
TUL - STR 25L CORRODED AFT OF 720F. INSTALLED STRINGER SPLICE REPAIR PER SRM 53-10-3 PAGES 1-11. TST: 51,688 HOURS. CYCLES: 31,372. 9X)									
5313 AALA	887AA 21526	BOEING 727223				STRINGER	CORRODED BS 950		2/17/97 AALA980351
TUL - CORROSION INSIDE STR 28R AT FS 950 E + 2. REPAIRED STRINGER PER ESO 11697 DATED 2-7-98. TST: 51,688 HOURS. CYCLES: 31,372. (X)									
5313 AALA	887AA 21526	BOEING 727223				STRINGER	CRACKED BS 560		2/13/98 AALA980321
TUL - STRINGER CRACKED IN RADIUS STR 4R STA 560. REPAIRED STR 4R BS 560 PER SRM 53-10-3 FIG 2. TST: 51,688 HOURS. CYCLES: 31,372. (X)									
5313 AALA	887AA 21526	BOEING 727223				STRINGER	CRACKED BS 720		2/13/98 AALA980324
TUL - STR 15L CRACKED AFT OF WING ICE LIGHT FORWARD OF BS 720. REPAIRED STR 15L PER SRM 53-10-3. TST: 51,688 HOURS. CYCLES: 31,372. (X)									
5313 AALA	887AA 21526	BOEING 727223				STRINGER	CORRODED BS 1166		2/9/98 AALA980285
TUL - CORROSION ON STR 24R AT STA 1166. REMOVED CORRODED STRINGER SECTION AND REPAIRED WITH STRINGER SPLICE AND DOUBLER PER SRM 53-10-3 PAGES 3-4B. TST: 51,688.24 HOURS. CYCLES: 31,370. (X)									
5313 AALA	887AA 21526	BOEING 727223				STRINGER	CORRODED BS 1140		2/9/98 AALA0283
TUL - CORROSION INSIDE STR 25R AT FS 1145. INSTALLED STRINGER SPLICE REPAIR (STA 1140 TO STA 1158) PER SRM 53-10-3. TST: 51,688.24 HOURS. CYCLES: 31,372. (X)									
5313 AALA	894AA 22010	BOEING 727223				STRINGER	CORRODED BS 560		1/28/98 AALA980230
TUL - CORROSION INSIDE STR 17R STA 560 - STA 563 INBOARD SIDE. CUT OUT CORRODED SECTION, FABRICATED AND INSTALLED STRINGER REPAIR SPLICE IAW SRM 53-10-3 FIG 1. TST: 48,697 HOURS. CYCLES: 24,206. (X)									
5313 AALA	701AA 22459	BOEING 727223				STRINGER	CORRODED BS 970		2/9/98 AALA980290
TUL - CORROSION AT STR 29L AT STA 971. REMOVED CORROSION PER SRM 51-10-6. TREATED AND PRIMED PER 51-10-6. ACCOMPLISHED REPAIR PER ECO 11697 DATED 2-2-98. TST: 46,991. CYCLES: 24,531. (X)									
5313 DALA	513DA 21315	BOEING 727232				SRINGER	CRACKED BS 945		3/10/98 DL72L980552
STRINGER 18A LT CRACKED 1 INCH THROUGH HORIZ FLANGE AT STA 945. REPAIRED PER M/M 53-12-0 LEVEL 1 TIME LIMITED REPAIR.									
5313 FDEA	263FE 21625	BOEING 727233				STRINGER	CRACKED BS 720B		3/12/98 98FDEA00196
NR 0578 AFT OF BS 720B, R STR 15, AT LEADING EDGE LIGHT CRACKED. REPAIRED STRINGER, CUT OUT DAMAGED AREA INSTALLED U CHANNEL AND FILLER PER SRM 53-10-5 FIG 5.									

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5313 FDEA	263FE 21625	BOEING 727233				STRINGER	CORRODED BS 550		3/12/98 98FDEA00195
NR 0591, FWD CARGO, STRINGER CORRODED UNDER STAND, OFF NUTPLATE BS 550 L AT STRINGER 27L. REMOVED DAMAGED AREA OF STRINGER PER SRM 53-10-3 FIG 1 SHEET 1. MADE DOUBLER AND FILLER FROM BAC1498-108 AND BAC1498-133 MATERIAL PER SRM 53-10-3 FIG 1 SHEET 2. ALODINED AND PRIMED AFFECTED AREAS PER M/M 51-20-0. INSTALLED STRINGER REPAIR PER SRM 53-10-3 FIG 1 SHEET 4 AND SRM 53-10-3 FIG 1 SHEET 1 WITH 870-B2 SEALANT. REINSTALLED STAND OFF PER SRM 51-30-2.									
5313 FDEA	268FE 21674	BOEING 727233				STRINGER	CRACKED BS 560		3/12/98 98FDEA00187
NR 0263 71C203-02 FWD CARGO BS 560, STR 24 LT, STRINGER CRACKED UPPER FLANGE. STOP DRILLED CRACK PER SRM 51-10-1. ALODINED AND PRIMED PER SRM 51-10-2. INSTALLED DOUBLER PER SRM 53-10-3.									
5315 AALA	864AA 21369	BOEING 727223				FLOORBEAM	CORRODED BS 344		1/16/98 AALA980142
TUL - CORROSION ON TOP AND BOTTOM OF FLOORBEAM AND CRACK IN FLOORBEAM STA 344, LBL 36 APPROXIMATELY. REMOVED AND REPLACED FLOORBEAM CAP AT STA 344 FROM LBL 34 THROUGH RBL 67 PER ESO 11697 DATED 12-15-97. TST: 56,192 HOURS. CYCLES: 34,665. (X)									
5315 AALA	864AA 21369	BOEING 727223				FLOORBEAM	CORRODED BS 380		1/16/98 AALA980147
TUL - CORROSION ON FLOORBEAM AT STA 380 FROM RBL 45 TO RBL 65. REMOVED CORRODED SECTION AND INSTALLED NEW PART AND DOUBLER PER SRM 53-10-8. TST: 56,192 HOURS. CYCLES: 34,665. (X)									
5315 AALA	864AA 21369	BOEING 727223				FLOORBEAM	CORRODED BS 1070		1/16/98 AALA980150
TUL - FLOORBEAM UPPER CHORD CORRODED FROM LBL 10 TO LBL 14. REMOVED CORROSION PER SRM 51-10-06. CUT AND REMOVED DAMAGED SECTION OF FLOORBEAM. ALODINED AND PRIMED, INSTALLED DOUBLER PER SRM 53-10-8. FIGURES 1-4. TST: 56,187 HOURS. CYCLES: 34,681. (X)									
5315 AALA	864AA 21369	BOEING 727223				FLOORBEAM	CORRODED BS 380		1/16/98 AALA980143
TUL - CORROSION ON FLOORBEAM FROM RBL 24 TO RBL 45 AT STA 380. REMOVED CORRODED SECTION, INSTALLED NEW PART AND DOUBLER PER SRM 53-10-8. TST: 56,192 HOURS. CYCLES: 34,665. (X)									
5315 AALA	864AA 21369	BOEING 727223				FLOORBEAM	CORRODED BS 344		1/16/98 AALA980145
TUL - CORROSION ON TOP OF FLOORBEAM LBL 42 - RBL 25 STA 344. REMOVED AND REPLACED UPPER 'T' CAP OF FLOORBEAM STA 344 LBL 32 - RBL 60. TST: 56,192 HOURS. CYCLES: 34,665. (X)									
5315 AALA	864AA 21369	BOEING 727223				FLOORBEAM	CORRODED BS 480		1/16/98 AALA980168
TUL - LOWER SIDE OF UPPER FLANGE HAS CORROSION AROUND FASTENER HOLE. FLOORBEAM STA 480, BL ZERO. INSTALLED STRAP REPAIR ON FLOORBEAM PER AARD 52-10-7-2. TST: 56,192 HOURS. CYCLES: 34,665. (X)									
5315 AALA	879AA 21391	BOEING 727223				FLOORBEAM	CORRODED BS 1130		2/12/98 AALA980309
TUL - CORROSION ON TOP OF FLOORBEAM AND EXTENDING UNDER LAVATORY FLOOR PAN. REPAIRED FLOORBEAM AT STA 1130 RBL 20 TO RBL 26 PER ESO 11697 DATED 2-6-98. TST: 54,870 HOURS. CYCLES: 33,161. (X)									
5315 AALA	887AA 21526	BOEING 727223				FLOORBEAM	CORRODED BS 1130		2/9/98 AALA980286
TUL - CORROSION ON FLOORBEAM AT BS 1130 RBL 25. REMOVED CORROSION, INSTALLED REPAIR STRAP ON TOP OF FLOORBEAM PER ESO 11697 DATED 2-4-98 AND AARD 53-10-07-1. TST: 51,688 HOURS. CYCLES: 31,372. (X)									

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5315 AALA	887AA 21526	BOEING 727223				FLOORBEAM	CORRODED BS 1130		2/9/98 AALA980288
TUL - CORROSION AROUND CLIP NUTS ON BOTTOM FLANGE OF FLOOR BEAM AT BS 1130 FROM ZERO BL TO LBL 45. REPAIRED FLOORBEAM STA 1130, LBL ZERO TO LBL 45 AS OUTLINED IN SRM 51-10-6 AND ESO 11697 DATED 2-6-98. ALODINED, TREATED, AND PRIMED. TST: 51,688 HOURS. CYCLES: 31,372. (X)									
5315 AALA	887AA 21526	BOEING 727223				FLOORBEAM	CORRODED BS 1130		2/17/97 AALA980352
TUL - CORROSION ON FLOORBEAM STA 1130 RBL 35. INSTALLED REPAIR STRAP ON TOP OF 1130 FLOORBEAM PER ESO 11697 DATED 2-4-98 AND AARD 53-10-07. TST: 51,688 HOURS. CYCLES: 31372. (X)									
5315 AALA	892AA 22008	BOEING 727223				FLOORBEAM	CORRODED BS 380		2/9/98 AALA980282
TUL - CORROSION ON TOP OF FLOORBEAM TOP FLANGE STA 380 FROM RT OUTBOARD SEAT TRACK TO OUTBOARD END. REMOVED CORROSION PER SRM 51-10-6, ALODINED AND PRIMED AND INSTALLED REPAIR STRAP PER AARD 53-10-07-2 PAGE 1 FIG 3. TST: 48,380 HOURS. CYCLES: 23,750. (X)									
5320 FDEA	189FE 19082	BOEING 72722				STRAP 65159784	CORRODED BS 870		3/12/98 98FDEA00181
CORROSION (C53-132-02-1, 2) ON LOAD TENSION STRAP BS 870, RBL 35 TO 50. *S/D* REPAIRED BS 870 LOAD TENSION STRAP AT RBL 30 TO 60 IAW FED-EX EA 7-5310-37605.									
5320 AALA	843AA 20984	BOEING 727223				SHEAR TIE	CORRODED BS 580		2/17/98 AALA980328
TUL - STA 580 ABOVE STR 27L - BULGE IN SKIN. REMOVED/REPLACED SHEAR TIE, SRM 51-10-1. TST: 58,400 HOURS. CYCLES: 37,776. (X)									
5320 AALA	864AA 21369	BOEING 727223				SHEAR TIE	CORRODED BS 700		1/16/98 AALA980140
TUL - CORROSION ON SHEAR TIE BETWEEN STR 28R AND STR 28L, AFT SIDE STA 700 FRAME. REMOVED OLD SHEAR TIE, FABRICATED NEW SHEAR TIE AND INSTALLED PER SRM 53-10-4, PAGES 54-56, FIG 14, SHEETS 1-3. TST: 56,192 HOURS. CYCLES: 34,665. (X)									
5320 AALA	864AA 21369	BOEING 727223				SHEAR TIE	CORRODED BS 720		1/16/98 AALA980141
TUL - CORROSION ON SHEAR TIE AFT SIDE OF STA 720A ABOVE STR 26R. REMOVED AND REPLACED SHEAR TIE AT STA 720A ABOVE STR 26R PER SRM 51-10-1. TST: 56,192. CYCLES: 34,665. (X)									
5320 AALA	879AA 21391	BOEING 727223				WEB	CRACKED BS 826		2/11/98 AALA980302
TUL - THREE INCH CRACK AT AFT WEB TO CENTER TANK. STOP DRILLED, BUT NO REPAIR STA 826. STOP DRILLED AND INSTALLED DOUBLER PER SRM 57-10-6 PAGES 1-4. TST: 54,870 HOURS. CYCLES: 33,161. (X)									
5320 AALA	887AA 21526	BOEING 727223				ANGLE	CRACKED BS 804		2/9/98 AALA980289
TUL - BELL FRAME CRACKED AT OUTBOARD SIDE CHORD ANGLE AT RIVET ATTACH POINT TO STR 14R. REPLACED FAILSAFE CHORD ANGLE ATTACHED TO OUTBOARD SIDE OF BELL FRAME FRM STR 13R TO TOP OF FUEL TANK PER SRM 51-10-1. TST: 51,688 HOURS. CYCLES: 31,372. (X)									
5320 AALA	887AA 21526	BOEING 727223				SHEAR TIE	CORRODED BS 950		2/18/98 AALA980357
TUL - CORROSION ON BOTTOM OF SHEAR TIE ABOVE STR 26L AT FS 950E. INSTALLED NEW SHEAR TIE PER SRM 51-10-1. TST: 51,688 HOURS. CYCLES: 31,372. (X)									
5320 AALA	887AA 21526	BOEING 727223				SILL	CORRODED BS 950		2/13/98 AALA980322
TUL - CORROSION AROUND FASTENER HOLE OF DOOR SILL AREA OUTBOARD OF STR 27R AT FS 950E +8. REMOVED CORROSION AROUND FASTENER HOLE PER SRM 51-10-6. REPAIRED DAMAGE PER ESO 11697 DATED 2-3-98. TST: 51,688.24 HOURS. CYCLES: 31,372. (X)									

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5320 AALA	893AA 22009	BOEING 727223				ANGLE	CORRODED BS 303		2/18/98 AALA980358
TUL - FORWARD ENTRY DOOR SILL INBOARD CHORD ANGLE HORIZONTAL AND VERTICAL FLANGES HAVE INTERGRANULAR CORROSION. INSTALLED NEW CHORD ANGLE STA 303 - STA 460. TST: 49,071 HOURS. CYCLES: 24,653. (X)									
5320 CALA	17410 21663	BOEING 727243				ANGLE	CRACKED BS 720		3/13/98 CALA9800432
INSPECTION FOUND A 2 INCH CRACK IN INTERCOSTAL UPPER SUPPORT ANGLE BETWEEN FLOORBEAM SUPPORT, STA 720 AND 720A. THE INTERCOSTAL WAS REMOVED AND A NEW INTERCOSTAL WAS FABRICATED AND INSTALLED IAW SRM 51-10-1.									
5320 CALA	17410 21663	BOEING 727243				WEB	CRACKED BS 1176		3/13/98 CALA9800425
INSPECTION FOUND A 7 CRACK JUST BELOW DRAIN CHUTE IN LT AFT LAV FLOOR WEB AT BS 1176, LBL 50. THE CRACKED SECTION OF WEB WAS REMOVED. A NEW SECTION WAS FABRICATED AND INSTALLED IAW SRM 51-20-01.									
5320 CALA	17410 21663	BOEING 727243				ANGLE	CRACKED BS 950		3/13/98 CALA9800434
INSPECTION FOUND A 1.6 INCH CRACK AT BOTTOM OF LEFT CURVED SIDEWALL SUPPORT ANGLE MOUNTED TO FORWARD SIDE OF CIRCUMFERENTIAL STA 950D. A NEW SUPPORT ANGLE WAS FABRICATED AND INSTALLED IAW SRM 51-10-2 AND 51-40-3.									
5320 CALA	17410 21663	BOEING 727243				INTERCOSTAL	CRACKED BS 1030-1050		3/12/98 CALA9800421
INSPECTION FOUND A 1.25 CRACK IN SUPPORT INTERCOSTAL AT AFT BAGGAGE COMPARTMENT BETWEEN BS 1030 AND 1050 ABOVE STRINGER 25L. THE INTERCOSTAL WAS REMOVED AND A NEW INTERCOSTAL WAS FABRICATED AND INSTALLED IAW SRM 51-10-1.									
5320 CALA	17410 21663	BOEING 727243				GUSSET	CRACKED BS 825		3/13/98 CALA9800426
INSPECTION FOUND A 2 CRACK IN GUSSET ON FORWARD SIDE OF RT FUSELAGE FRAME AT STA 825, RBL 70. THE GUSSET WAS REMOVED AND A NEW ONE WAS INSTALLED IAW EA SA012-5310-01870.									
5320 DALA	2815W 20871	BOEING 727247				WEB	CRACKED BS 1233		3/11/98 DL72W980555
FOUND ON A1 LETTER CK .25 IN CRACK AT LIGHTENING HOLE VERTICAL WEB STA 1233R IN 48 SECTION. ROUTED OUT DAMAGED AREA PER MM 53-11-0.									
5320 IPXA	946UP 19721	BOEING 72725C				ANGLE 651633511	CORRODED BS 915		3/9/98 UPS98226109
INSPECTION TYPE-C, CORROSION ON ANGLE AT BS 915, LBL 68, WL 190. REMOVED AND REPLACED ANGLE IAW SRM 51-30-2.									
5320 IPXA	926UP 19233	BOEING 72731C				SPLICE	CORRODED BS 520		2/25/98 UPS98226111
INSPECTION TYPE-C, LIGHT SURFACE CORROSION ON SKIN BS 522 BETWEEN S1R AND 2R. CORROSION ON SKIN FOUND TO BE WITHIN LIMITS. CORROSION ON BUTT SPLICE STRAP REMOVED AND REPAIRED IAW SRS ENGINEEIRNG ORDER 98-06-002R1, UPS ENGINEERING FILE NUMBER 727-53-2007.									
5321 AALA	864AA 21369	BOEING 727223				FLOORBOARD	CORRODED BS 1110		1/16/98 AALA980149
TUL - CORROSION ON BOTTOM OF TOP FLANGE OF FLOORBOARD STA 1110, LBL 27 TO LBL 30. REMOVED CORROSION ON BOTTOM SIDE OF FLOORBOARD STA 1110 LBL 27 TO LBL 30 PER SRM 51-10-6. CUT AND REMOVED SECTION OF FLOORBOARD HAT WAS BEYOND LIMITS, ALODINED AND PRIMED AREA. INSTALLED DOUBLER PER SRM 53-10-8. TST: 56,192 HOURS. CYCLES: 34,665. (X)									

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5330 AALA	843AA 20984	BOEING 727223				SKIN	CORRODED BS 512	2/12/98	AALA980311
TUL - SKIN BULGED STA 512 AT STR 27R. INSTALLED SKIN REPAIR PER SRM 53-30-3 FIG 3 AND INSTALLED STRINGER REPAIR PER SRM 53-10-3 FIG 7. TST: 58,400 HOURS. CYCLES: 37,776. (X)									
5330 AALA	864AA 21369	BOEING 727223				SKIN	CORRODED BS 685	1/16/98	AALA980148
TUL - SKIN CORRODED OUTBOARD OF STR 28L. REMOVED CORROSION AND INSTALLED DOUBLER PER SRM 53-30-3 FIG 3A. TST: 56,192 HOURS. CYCLES: 34,665. (X)									
5330 AALA	865AA 21370	BOEING 727223				SKIN	CRACKED BS 310	1/19/98	AALA980208
TUL - SKIN CRACKED AT FOWARD ENTRY DOOR LOWER HINGE CUT OUT. CUT OUT CRACK, INSTALLED FILLERS AND DOUBLER IAW SB 727-53-0198. TST: 57,178 HOURS. CYCLES: 35,293. (X)									
5330 AALA	879AA 21391	BOEING 727223				SKIN	CORRODED BS 513	2/12/98	AALA980310
TUL - CORROSION ON SKIN STA 513 INBOARD SIDE OF STR 26R. INSTALLED EXTERNAL DOUBLER 10 INCHES BY 12 INCHES PER SRM 53-30-3. TST: 54,870 HOURS. CYCLES: 33,161. (X)									
5330 AALA	887AA 21526	BOEING 727223				SKIN	CORRODED BS 1053	2/9/98	AALA980284
TUL - STA 1053 TO STA 1063, STR 30, SKIN BULGING (AS SEEN FROM OUTSIDE). CUT OUT EXISTING DAMAGE ON SKIN (ALL CORROSION REMOVED). REMOVED LIGHT CORROSION ON STRINGER, INSTALLED REPAIR DOUBLER PER SRM 53-30-3 PAGE 14. TST: 51,688.24 HOURS. CYCLES: 31,372. (X)									
5330 AALA	887AA 21526	BOEING 727223				SKIN	CORRODED BS 515	2/13/98	AALA980325
TUL - STA 515 - STA 520, SKIN CORRODED OUTBOARD OF STR 27L UNDER LEVELING COMPOUND. INSTALLED DOUBLER REPAIR 53-30-3 PG 105. TST: 51,688 HOURS. CYCLES: 31,372. (X)									
5330 AALA	887AA 21526	BOEING 727223				SKIN	CORRODED BS 992	2/13/98	AALA980323
TUL - CORROSION OUTBOARD SIDE STR 28R AFT SIDE BS 992. REMOVED CORROSION PER SRM 51-20-0, REPAIRED EXTERNAL FUSELAGE SKIN PER SRM 53-30-3 PAGE 1. TST: 51,688 HOURS. CYCLES: 31,372. (X)									
5330 AALA	887AA 21526	BOEING 727223				SKIN	CORRODED BS 500	2/18/98	AALA980356
TUL - FUSELAGE SKIN CORRODED ABOVE STR 27L AFT OF STA 500 THROUGH TO EXTERIOR OF SKIN. CUT OUT DAMAGED AREA AND INSTALLED DOUBLER PER SRM 53-30-3. TST: 51,688 HOURS. CYCLES: 31,372. (X)									
5330 AALA	887AA 21526	BOEING 727223				SKIN	CORRODED BS 515	2/17/97	AALA980353
TUL - STA 515 - STA 520. SKIN CORRODED OUTBOARD OF STR 27L UNDER LEVELING COMPOUND. INSTALLED DOUBLER REPAIR PER GW 97962 53-30-5 PAGE 105. TST: 51,688 HOURS. CYCLES: 31,372. (X)									
5330 AALA	896AA 22012	BOEING 727223				SKIN	CRACKED BS 303	2/4/98	AALA980272
TUL - FUSELAGE SKIN CRACKED AT FORWARD ENTRY DOOR LOWER HINGE CUT-OUT. INSTALLED REPAIR DOUBLER PER SB 727-53-0198. TST: 48,140 HOURS. CYCLES: 23,835. (X)									
5330 FDEA	263FE 21625	BOEING 727233				SKIN	GOUGED BS 700-720	3/12/98	98FDEA00177
FWD CARGO AFTER REMOVAL OF INTERCOSTAL (PER CARD 7-5330-7-2352 P2 SECTION B/2) SKIN INNER SURFACE, WAS FOUND TO BE GOUGED IN SEVERAL AREAS BS 700 TO 720 O/B OF STR 28L. CUT OUT DAMAGED AREAS AND INSTALLED DOUBLER PER SRM 53-30-3.									

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5330 FDEA	268FE 21674	BOEING 727233				SKIN	CRACKED PAX DOORWAY		3/12/98 98FDEA00190
NR 0271 7-5330-7-2345 P1-3, SKIN CRACKED AT LOWER HINGE AT FWD ENTRY DOOR. ROUTED OUT CRACK. VERIFIED BY NDT. INSTALLED DOUBLER PER EO 7-5330-7-2345 C2.									
5330 CALA	17410 21663	BOEING 727243				SKIN	BULGED FUSELAGE		3/13/98 CALA9800424
INSPECTION FOUND RT FUSELAGE SKIN BULGED JUST AFT AND BELOW FORWARD LAV SERVICE PANEL. THE BULGED AREA WAS REMOVED. A DOUBLER REPAIR WAS FABRICATED AND INSTALLED IAW SRM 53-30-3 AND 51-10-2.									
5330 CALA	17410 21663	BOEING 727243				SKIN	CORRODED BS 1148		3/13/98 CALA9800433
INSPECTION FOUND CORROSION IN SKIN ATTACH LEG AT FORWARD SIDE OF CIRCUMFERENTIAL, BS 1148, STRINGER 28L AND 29L. THE CORROSION WAS CUT OUT IAW SRM 51-10-6. A DOUBLER WAS FABRICATED AND INSTALLED IAW SRM 53-10-4 AND 51-10-6.									
5347 CALA	17410 21663	BOEING 727243				FLOOR TRACK	CORRODED BS 1050-1130		3/13/98 CALA9800423
INSPECTION FOUND CABIN FLOOR TRACK CORRODED AT STA 1050 TO 1130, BL 25R. THE CORRODED SECTION OF FLOOR TRACK WAS REPLACED IAW SRM 53-10-5 AND 51-10-1.									
5347 CALA	17410 21663	BOEING 727243				FLOOR TRACK	CORRODED BS 1100		3/13/98 CALA9800422
INSPECTION FOUND CABIN FLOOR TRACK CORRODED AT STA 1100, BL 45R. THE CORRODED SECTION OF FLOOR TRACK WAS REMOVED AND REPLACED IAW SRM 53-10-5.									
5520 CALA	17410 21663	BOEING 727243				HINGE	CRACKED RT ELEVATOR		3/13/98 CALA9800429
INSPECTION FOUND A .5 INCH CRACK IN RT ELEVATOR BALANCE PANEL NR 9214 FORWARD HINGE. THE HINGE WAS REMOVED AND REPLACED IAW SRM 51-10-1 AND 51-30-2.									
5520 DALA	283WA 21485	BOEING 727247				TIP	MISSING LT ELEVATOR		2/20/98 DL72E980565
OB AFT TIP IS MISSING ON THE LT ELEVATOR. REMOVED DAMAGED SKIN. FABRICATED REPAIR PER M/M 55-20-0 PG 801. OK TO INSTALL. INSTALLED REPAIR PER M/M 55-20-0 PG 801.									
5530 CALA	17410 21663	BOEING 727243				STRINGERS	CRACKED VERT STAB		3/13/98 CALA9800427
INSPECTION FOUND VERTICAL STABILIZER INTERNAL COMPARTMENT NR 6 RT NR 3 STRINGER AND NR 5 STRINGER CRACKED 1 BEHIND ATTACH BOLT. REMOVED FASTENERS IAW SRM 51-30-2. REPAIRS WERE FABRICATED AND INSTALLED IAW SRM 55-30-4, 51-10-2, AND 51-40-5.									
5530 CALA	17410 21663	BOEING 727243				STRINGER	CRACKED VERT STAB		3/13/98 CALA9800428
INSPECTION FOUND VERTICAL STABILIZER INTERNAL COMPARTMENT NR 9 RT NR 3 STRINGER CRACKED 1 BEHIND ATTACH BOLT. REMOVED FASTENERS IAW SRM 51-30-2. A REPAIR WAS FABRICATED AND INSTALLED IAW SRM 55-30-4, 51-10-2, AND 51-40-5.									
5532 AALA	864AA 21369	BOEING 727223				SKIN	CRACKED V STAB BS 1213		1/16/98 AALA980165
TUL - VISUAL INDICATION OF CRACK ON VERTICAL STABILIZER SKIN RT SIDE AT FRONT SPAR WHERE STABILIZER AND FUSELAGE MEET. STOP DRILLED CRACK AND INSTALLED DOUBLER REPAIR PER ESO 11697 DATED 6-23-95. TST: 56,192 HOURS. CYCLES: 34,665. (X)									
5711 AALA	872AA 21384	BOEING 727223				SPAR	CORRODED WS 720		1/27/98 AALA980221
TUL - CORROSION ON BOTTOM FLANGE OF FRONT SPAR CHORD ANGLE OUTBOARD OF NR 1 SLAT INBOARD TRACK OPENING. REMOVED CORROSION, INSTALLED REPAIR STRAP PER ESO 11697 DATED 1-10-98. (X)									

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5711 AALA	887AA 21526	BOEING 727223				SPAR	CORRODED WS 358		2/18/98 AALA980355
TUL - HEAVY CORROSION ON LOWER FRONT SPAR CHORD FROM FSS 358 - FSS 370 ON BOTTOM OF CHORD RT WING. REMOVED CORROSION, TREATED AND PRIMED. INSTALLED DOUBLER REPAIR PER B727 AARD/DC 57-30-00-2. TST: 51,688 HOURS. CYCLES: 31,372. (X)									
5712 MZZA	622DH 20896	BOEING 727264				RIB 69174758	CRACKED RT WING		1/29/98 98ZZZX1074
KUL - Q-CHECK - RIGHT WING OUTBOARD F/FLAP CENTER STABILIZING TRACK - SUPPORT FITTING INBOARD AND OUTBOARD TRACK RIBS - OUTBOARD RIB HAS .50 INCH CRACK AT FORWARD RIVET HOLE AND INBOARD RIB HAS EXCESSIVE WEAR IN LUG RADIUS. BOTH FITTINGS REPLACED IAW SRM 51-30-2. F/FLAP REFITTED AND TESTED IAW MM 27-51-11. REF: OPERATOR CONTROL NR MZZA98077.									
5712 MZZA	622DH 20896	BOEING 727264				RIB 69174548	CRACKED RT WING		1/29/98 MZZA98077
KUL - Q-CHECK - RIGHT WING OUTBOARD F/FLAP CENTER STABILIZING TRACK - SUPPORT FITTING INBOARD AND OUTBOARD TRACK RIBS - OUTBOARD RIB HAS .50 INCH CRACK AT FORWARD RIVET HOLE AND INBOARD RIB HAS EXCESSIVE WEAR IN LUG RADIUS. BOTH FITTINGS REPLACED IAW SRM 51-30-2. F/FLAP REFITTED AND TESTED IAW MM 27-51-11. REF: OPERATOR CONTROL NR 98ZZZX1074. (X)									
5713 AALA	864AA 21369	BOEING 727223				STRINGER	CRACKED WS 686		1/16/98 AALA980163
TUL - STRINGER CRACKED AT WS 686.50, SECOND RIB FORWARD OF AFT SPAR, RT WING. INSTALLED DOUBLER REPAIR PER SB 727-57A 159. TST: 56,192 HOURS. CYCLES: 34,665. (X)									
5720 AALA	893AA 22009	BOEING 727223				STIFFENER	CORRODED WS 230		2/17/98 AALA980349
TUL - VERTICAL STIFFENER CORRODED RT WING FRONT SPAR STA 230. (ABOVE NR 5 L/E FLAP ACTUATOR.) REMOVED AND REPLACED CORRODED VERTICAL STIFFENER AT STA 230 ABOVE NR 5 L/E FLAP ACTUATOR. PRIMED, PAINTED, AND SEALED IAW SRM 53-10-01. TST: 49,071 HOURS. CYCLES: 24,653. (X)									
5720 FDEA	489FE 21492	BOEING 727227				AUX SPAR 65249662	CRACKED WS 120		3/14/98 98FDEA00197
AUX SPAR IS CRACKED, FWD OF NR 8 SPOILER FITTING. *S/D* REPAIRED AUX SPAR CHORD FWD OF NR 8 SPOILER FITTING, ALL WORK DONE IAW FED-EX EA 7-5710-38120.									
5720 CALA	17410 21663	BOEING 727243				BRACKET	CRACKED LT MLG BEAM		3/13/98 CALA9800438
INSPECTION FOUND A 2 INCH CRACK IN BRACKET AT AFT FACE OF LT GEAR BEAM WHERE HYDRAULIC LINES PASS THROUGH ACCESS DOOR 8405. THE BRACKET WAS REMOVED AND A NEW BRACKET WAS FABRICATED AND INSTALLED IAW SRM 51-10-0, 51-10-2, AND 51-30-2.									
5720 CALA	17410 21663	BOEING 727243				SPLICE	CRACKED WS 224		3/13/98 CALA9800439
INSPECTION FOUND A 3 INCH CRACK AT SPLICE PLATE ON LOWER SURFACE OF LT WING UPPER LEADING EDGE SKIN DIRECTLY ABOVE NR 2 LEADING EDGE FLAP ACTUATOR, FSS 224. THE SPLICE PLATE WAS CUT OUT, A NEW PLATE WAS FABRICATED AND INSTALLED IAW SRM 51-40-2 AND 51-10-2.									
5720 CALA	17410 21663	BOEING 727243				ANGLE	CRACKED WS 330		3/13/98 CALA9800437
INSPECTION FOUND A .5 INCH CRACK THROUGH AFT FASTENER HOLE AT REPAIR ANGLE INSIDE LT WING LEADING EDGE RIB, WS 330, AFT OF NR 4 SLAT, INBOARD END. A NEW ANGLE WAS FABRICATED AND INSTALLED IAW SRM 51-10-1 AND 51-10-6.									
5720 DALA	2815W 20871	BOEING 727247				AUX SPAR	CHAFED LT WING		3/11/98 DL72W980556
MLG AUX SPAR CHAFED AT INBD FWD END LT SIDE. REPAIRED PER MM 57-43-0 P 801.									

***** DENOTES SIGNIFICANT OCCURRENCE

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5720 MZZA	622DH 20896	BOEING 727264				STIFFENER 651620054	CORROSION WS 251		1/21/98 MZZA98074
KUL - C-CHECK - CORROSION FOUND AT RT WING SPAR STIFFENER OF FRONT SPAR NR 2 FROM WS 251 (NR 5 KRUGER FLAP AREA). CORROSION REMOVED AND FOUND BEYOND LIMIT IAW SRM 57-10-1 AREA 3 INCHES BY 1.5 INCHES BY 0.024 INCH. STIFFENER REPLACED IAW SRM 51-30-2. HYDRAULIC PIPING AND BONDING REINSTALLED. FOR FUEL LEAK CHECK OF FASTENERS REFER HNRC 869988. (X)									
5730 CALA	17410 21663	BOEING 727243				SKIN	CRACKED NR 3 SLAT		3/13/98 CALA9800441
INSPECTION FOUND A .375 INCH CRACK IN LT WING FIXED LEADING EDGE CUTOUT ABOVE NR 3 SLAT OUTBOARD TRACK AREA. A SKIN FLUSH REPAIR WAS INSTALLED IAW SRM 57-30-4.									
5741 MZZA	622DH 20896	BOEING 727264				NUTS	MISSING RT WING		1/25/98 MZZA98070
***** KUL - Q-CHECK - DURING INSPECTION OF RT WING HIP TANK, FOUND A BOLT MIGRATED AND BOTH NUTS MISSING OFF SUPPORT STRUT AT WBL 74 THAT SECURES RT AFT WING TERMINAL BOTTLE PIN FITTING. MIGRATED BOLT INSPECTED AND REINSTALLED. BOTH NUTS REPLACED IAW SRM 51-30-2. EXHAUSTIVE SEARCH CUT-OUT FOR MISSING NUTS, BUT WERE NOT FOUND. IT IS CONSIDERED THAT THE NUTS WERE NEVER INITIALLY INSTALLED.									
5751 FDEA	268FE 21674	BOEING 727233				RIB	DAMAGED RTAILERON		3/12/98 98FDEA00186
NR 0905 RT OUTBDAILERON HAS .25 DIA CHERRY MAX FASTENER IN UPPER SKIN, RIB IS .600 WIDE, ORIGINAL FASTENERS WERE .125 DIA COUNTER SINK INTO RIB WILL HAVE DAMAGED RIB AND MINIMUM ED IS LOST IN RIB. REMOVED AND REPLACED RIB PER SRM 51-10-1. SKIN REPAIR ACCOMPLISHED ON NR 0906AILERON BALANCE ACCOMPLISHED ON NR 0324.									
5751 CALA	17410 21663	BOEING 727243				SKIN	DENTED LTAILERON		3/13/98 CALA9800442
INSPECTION FOUND LT OUTBOARDAILERON OUTBOARD UPPER TRAILING EDGE HAD A PREVIOUSLY FILLED SMALL DENT WITH FILLER BREAKING OUT. THE DENTED AREA WAS CUT OUT AND A HOT BONDED REPAIR WAS INSTALLED IAW SRM 51-40-6.									
5751 MZZA	622DH 20896	BOEING 727264				RIB 65192745	CRACKED RTAILERON		1/25/98 MZZA98072
RIGHT OUTBOARDAILERON INBOARD HINGE SUPPORT AT WBL 498.4 - UPPER AFT FLANGE OF CHORD IS CRACKED. FORMED SECTION REPAIR CUT-OUT IAW ECRA EC 5720-00196. (X)									
5753 GAIA	6809 19484	BOEING 727223				FLAP ROLLER	OUT OF ADJUST LT TE FLAP		2/28/98 GAIA9823
***** WSSS - AFTER DEPARTING AT FL 250, THE FLIGHT CREW REPORTED THE AIRCRAFT AS FOLLOWS: THE PLANE STARTED EXPERIENCING UNCOMMANDED YAWING MOMENTS. THE AIRCRAFT MADE AN UNEVENTFUL RETURN TO WSSS. OPERATIONALLY CHECKED THE RUDDER, YAW DAMPENER,AILERON, AND SPOILER SYSTEMS AND FOUND NO DEFECTS. OPERATIONALLY CHECKED THE FLAP SYSTEM AND ADJUSTED THE LT INBD FLAP TRACK ROLLER ECCENTRIC PER MM. (X)									
5753 CALA	17410 21663	BOEING 727243				SKIN 6521630174	DISBONDED RT TE FOREFLAP		3/13/98 CALA9800435
INSPECTION FOUND RT TRAILING EDGE INBOARD FOREFLAP DISBONDED IN TWO AREAS. THE FOREFLAP WAS REMOVED AND REPLACED.									
5754 CALA	17410 21663	BOEING 727243				BRACKET	CRACKED NR 1 SLAT		3/13/98 CALA9800436
INSPECTION FOUND A 1 INCH CRACK IN LT WING NR 1 SLAT LOWER LEADING EDGE SKIN TO INBOARD TRACK ATTACH BRACKET. THE BRACKET WAS REMOVED AND A NEW BRACKET WAS INSTALLED IAW SRM 51-10-1.									
5754 CALA	17410 21663	BOEING 727243				SKIN	DENTED NR 2 SLAT		3/13/98 CALA9800440
INSPECTION FOUND A DENT 19.5 INCHES FROM OUTBOARD END IN LT WING NR 2 LEADING EDGE SLAT UPPER SKIN. A REPAIR WAS INSTALLED IAW SRM 57-50-3.									

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5754 MZZA	622DH 20896	BOEING 727264				ANGLE	CRACKED NR 2 LE SLAT		1/26/98 MZZA98073
KUL - Q-CHECK - NR 2 SLAT LOWER SKIN ATTACH ANGLE FOUND WITH TWO CRACKS AT TAI DUCT CUT-OUT AT SLAT STA 271. FORMED SECTION REPAIR CUT-OUT IAW ECRA 5750-02901. (X)									
5755 CALA	17410 21663	BOEING 727243				SKIN	CRACKED NR 2 SPOILER		3/13/98 CALA9800431
INSPECTION FOUND A .0937 INCH CRACK AT LT WING UPPER SKIN CUTOUT FOR NR 2 SPOILER. THE FASTENERS WERE REMOVED AND A DOUBLER WAS FABRICATED AND INSTALLED IAW SRM 57-30-4, 51-10-2, AND 57-30-2.									
5755 CALA	17410 21663	BOEING 727243				ANGLE	CRACKED NR 7 SPOILER		3/13/98 CALA9800430
INSPECTION FOUND A .5 INCH CRACK IN FALSE SPAR LOWER ANGLE BELOW AND INBOARD OF NR 7 SPOILER ACTUATOR INBOARD COVE AREA. REPAIRED FALSE SPAR LOWER ANGLE IAW EA NR 26865-5182 AND REINSTALLED ADJACENT STRUCTURE IAW SRM 51-30-2.									
7200 FDEA	222FE 20933	BOEING 727233	PWA JT8D15			ENGINE	FOD NR 2 ENGINE		3/13/98 98FDEA00200
ON CLIMBOUT AT ABOUT 4500 FT MSL (3000' AG) A LARGE BIRD FLEW RIGHT OVER COCKPIT AND INTO NR 2 ENGINE. AIRCRAFT HAD BAD VIBRATION, EVEN AT IDLE, SHUTDOWN NR 2 ENGINE. EGT DID NOT EXCEED LIMITS. NUMBER 2 ENGINE REPLACED PER FEDEX B727 ENGINE REPLACEMENT WORK CARD NUMBER 70T0002. ACCOMPLISHED ENGINE OPERATIONAL TEST PER JET RUN HANDBOOK B727 AND ALL WORK PROPERLY.									
7312 FDEA	503FE 18273	BOEING 72725	PWA JT8D7B			MANIFOLD 577957	RUPTURED NR 2 FUEL HEAT		3/11/98 98FDEA00170
NR 2 ENGINE FIRE LIGHT IN FLIGHT APPROXIMATELY 11,000 FEET AFTER TAKEOFF. CHECKLIST FOLLOWED AND FIRE LIGHT EXTINGUISHED WHEN THROTTLE RETARDED TO IDLE. ENGINE INDICATIONS WERE NORMAL. REMOVED AND REPLACED FUEL HEAT MANIFOLD, LEAK CHECK OK.									
7421 TAOA	913TS 20250	BOEING 727254	PWA JT8D7B		PARKER	SEAL MS9386214	MISSING RT ENG IGN PLUG		2/26/98 TAOA029811
DCA/LGA - FLT 6411 - AT 3,000 FEET ON DESCENT, NR 1 ENGINE FIRE WARNING LIGHT ILLUMINATED AND COCKPIT BELL SOUNDED. RETARDED THROTTLE AND LIGHT EXTINGUISHED. FOUND CSD EJECTOR PIPE GASKET AND 8TH STAGE CHECK VALVE GASKET BLOWN, REPLACED GASKETS. FOUND SEAL ON RIGHT HAND IGNITER PLUG MISSING, INSTALLED NEW SEAL. RAN NR 1 ENGINE AND LEAKED CHECK. FIRE WARNING SYSTEM OPERATIONAL CHECK PER MM 26-21-0. (X)									
2121 SWAA	691SW 23781	BOEING 7373G7				FAN 6454051	FAILED AC BAY		3/1/98 SWA980219
RETURNED TO GATE DUE TO A SMOKE AND BURNING SMELL AT AFT CABIN AREA. INSPECTED AND FOUND SMELL COMING FROM RECIRCULATING FAN. REMOVED AND REPLACED RECIRCULATING FAN PER BOEING M/M. RETURNED TO GATE A SECOND TIME DUE TO A BURNING SMELL. REMOVED AND REPLACED WATER SEPARATOR BAGS, AND LT AND RT HEPA FILTERS. RAN BOTH PACKS AND NR 2 ENGINE, NO DEFECTS NOTED.									
2562 DALA	312DL 23084	BOEING 737232				ELT LOCATOR 6076905	DAMAGED COCKPIT		3/11/98 DL73K980559
DURING L/O CHECK, FOUND ELT BEACON DAMAGED. REPLACED BEACON.									
2565 SWAA	631SW 27706	BOEING 7373H4				SLIDE D31354433	LOW PRESS CABIN		3/9/98 SWA980225
DURING WALKAROUND CHECK, FOUND AFT SERVICE DOOR EMERGENCY SLIDE PRESSURE LOW. REMOVED AND REPLACED PER BOEING MM.									
2612 SWAA	361SW 26572	BOEING 7373H4				CONTROL PNL 6937307153	MALFUNCTIONED COCKPIT		3/11/98 SWA980239
IN POSITION TO TAKEOFF, APU FIRE WARNING CAME ON. PULLED APU FIRE WARNING SWITCH. EMERGENCY FIRE TRUCK ESCORTED TO GATE. NO FIRE EVIDENT. APU SWITCH OFF. INSPECTED AND FOUND NO EVIDENCE OF FIRE. REMOVED AND REPLACED FIRE WARNING CONTROL PANEL AND APU BOTTLE AS PER BOEING MM.									

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2910 TSAA	816AL 23122	BOEING 7372X6C				HYDRAULIC LINE	FAILED MLG		2/15/98 TSAA9833130
FLT - 283 - PILOT REPORT ON TAXI OUT, AIRCRAFT LOST 'A' HYDRAULICS. UPON RETURN, REPLACED THE HYDRAULIC PRESSURE LINE ON THE MAIN LANDING GEAR ACTUATOR. SERVICED HYDRAULICS TO FULL AND CYCLED GEAR SEVERAL TIMES WITH GEAR PINS INSTALLED, NO LEAKS NOTED. AIRCRAFT RETURNED TO SERVICE. TAT: 30,711:25 HOURS. TAC: 36,561. (X)									
2910 SWAA	698SW 23176	BOEING 737317				B-NUT	LEAK AC BAY		3/12/98 SWA980249
AFTER PUSH BACK FROM GATE, SMOKE FILLED CABIN AND COCKPIT IMMEDIATELY AFTER TURNING PACKS ON. RETURNED TO GATE, CLEARED CABIN AIR, INSPECTED AND CONTINUED PER MEL. AFTER TAKEOFF, CREW EXPERIENCED SMOKE IN THE CABIN AGAIN AIRCRAFT RETURN TO TUL AND MADE AN UNEVENFUL LANDING. RETORQUED B-NUT ON HYD FUSE ABOVE AFT HEAT EXCHANGER. REMOVED AND REPLACED WATER SEPARATOR AND BAGS. LEAK AND OPS CHECKED ALL PER BOEING MM.									
2920 TSAA	820AL 22138	BOEING 737230C				RAM AIR INLET	CRACKED LEFT		2/11/98 TSAA9851114
DURING CPCP VISIT, FOUND CRACK AT LT RAM AIR DUCT INLET; RT CORNER AT RADIUS. REPAIRED CRACK PER SRM 51-40-00 AND INSTALLED REPLACEMENT WEB. TAT: 35,050.9 HOURS. TAC: 39,058. (X)									
2920 TSAA	820AL 22138	BOEING 737230C				RAM AIR INLET	CRACKED RIGHT		2/11/98 TSAA9851115
DURING CPCP VISIT, FOUND CRACK AT RT RAM AIR DUCT INLET; LT CORNER AT RADIUS. REPAIRED CRACK PER SRM 51-40-00 AND INSTALLED REPLACEMENT WEB. TAT: 35,050.9 HOURS. TAC: 39,058. (X)									
3233 SWAA	332SW 23696	BOEING 7373H4				WEB	CRACKED BS 248		3/10/98 SWA980235
DURING SCHEDULED D-CHECK, FOUND NLG RETRACT ACTUATOR SUPPORT BEAM HAS CRACKED WEB AT BS 248. REPAIRED PER BOEING MM.									
3234 CALA	14245 20074	BOEING 7372C0				CIRCUIT BREAKER	INOPERATIVE COCKPIT		3/12/98 CALA9800415
THE LANDING GEAR HANDLE COULD NOT BE RAISED PAST THE OFF POSITION AFTER TAKEOFF FROM MSY. THE GEAR LIGHTS CIRCUIT BREAKER WAS FOUND POPPED. THE CIRCUIT BREAKER WAS RESET AND THE GEAR RAISED NORMALLY. A FEW MINUTES LATER THE LIGHTS CIRCUIT BREAKER POPPED AGAIN. THE CIRCUIT BREAKER WAS RESET TO EXTEND THE GEAR FOR LANDING AND THE CIRCUIT BREAKER POPPED AGAIN. THE AIRCRAFT LANDED WITHOUT INCIDENT. MAINTENANCE FOUND THE CIRCUIT BREAKER EXTREMELY WEAK. THE LIGHTS CIRCUIT BREAKER WAS REPLACED AND OPERATION CHECKED GOOD.									
3320 CALA	10236 19937	BOEING 737222				SIGN	SHORTED CABIN		3/5/98 CALA9800390
THE CREW REPORTED SMOKE APPEARED MOMENTARILY IN CABIN AT PUSH TIME. MAINTENANCE FOUND THE NO SMOKING FASTEN SEAT BELT SYSTEM INOPERATIVE WITH THE ROW 6 ABC OVERHEAD PSU BASE ASSEMBLY SHORTED OUT. THE WIRES FOR PSU AT ROW 6 ABC WERE CUT AND STOWED AND THE SYSTEM WAS PLACARDED INOPERATIVE.									
3350 ZZDA	737Q 21279	BOEING 737200				POWER SUPPLY	INOPERATIVE CARGO COMPT		3/10/98 VJ9800040
EXTERIOR EMERGENCY LIGHT AT L2 DOOR INOP. REPLACED POWER SUPPLY; OPS CHECKED GOOD IAW MM 33-51-11.									
3350 ZZDA	462AT 22631	BOEING 737200				BATTERY	DISCHARGED CARGO COMPT		3/12/98 VJ9800041
BOTH EMERGENCY EXIT LIGHTS AT AFT ENTRY SERVICE DOOR INOP. REPLACED BATTERY PACK.									
3350 TSAA	818AL 22117	BOEING 737230				BATTERY PACK	DISCHARGED CABIN		12/15/97 TSAA9833132
ON SERVICE CHECK, FOUND POSITION NR 1 EMERGENCY FLOOR LIGHT INOPERABLE. REPLACED BATTERY PACK, OPS CHECK GOOD. AIRCRAFT RETURNED TO SERVICE. TAT: 38,634:27 HOURS. TAC: 40,591. (X)									

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3350 TSAA	818AL 22117	BOEING 737230				BATTERY PACK 86210066	DISCHARGED CABIN		12/15/97 TSAA9833133
ON SERVICE CHECK, FOUND POSITION NR 6 EMERGENCY FLOOR LIGHT INOPERABLE. REPLACED BATTERY PACK, OPS CHECK GOOD. AIRCRAFT RETURNED TO SERVICE. TAT: 38,634:27 HOURS. TAC: 40,591. (X)									
3350 TSAA	821AL 23155	BOEING 737230				BATTERY PACK 86210066	DISCHARGED CABIN		2/15/98 TSAA9833134
ON SERVICE CHECK FOUND POSITION NR 2 EMERGENCY FLOOR LIGHT INOPERABLE. REPLACED BATTERY PACK, OPS CHECK GOOD. AIRCRAFT RETURNED TO SERVICE. TAT: 28,807:02 HOURS. TAC: 29,525. (X)									
3350 TSAA	821AL 23155	BOEING 737230				BATTERY PACK 86210066	DISCHARGED CABIN		2/15/98 TSAA9833135
ON SERVICE CHECK, FOUND POSITION NR 4 EMERGENCY FLOOR LIGHT INOPERABLE. REPLACED BATTERY PACK, OPS CHECK GOOD. AIRCRAFT RETURNED TO SERVICE. TAT: 28,807:02 HOURS. TAC: 29,525. (X)									
3350 TSAA	821AL 23155	BOEING 737230				BATTERY PACK 86210066	DISCHARGED PASSENGER CABIN		2/15/98 TSAA9833136
ON SERVICE CHECK, FOUND POSITION NR 6 EMERGENCY FLOOR LIGHT INOPERABLE. REPLACED BATTERY PACK, OPS CHECK GOOD. AIRCRAFT RETURNED TO SERVICE. TAT: 28,807:02 HOURS. TAC: 29,525. (X)									
3350 TSAA	819AL 23791	BOEING 73725A				LIGHT 963100211	INOPERATIVE CABIN		2/12/98 TSAA9833126
ON SERVICE CHECK, FOUND POSITION NR 2 EMERGENCY FLOOR LIGHT INOPERABLE. REPLACED LIGHT ASSY AND BATTERY PACK. OPS CHECK GOOD. AIRCRAFT RETURNED TO SERVICE. TAT: 28,317:22 HOURS. TAC: 24,021. (X)									
3350 SWAA	096SW 23055	BOEING 7372H4				LIGHT	INOPERATIVE CABIN		3/10/98 SWA980231
DURING SCHEDULED C3 CHECK, FOUND EMERGENCY EGRESS LIGHT AT AFT ENTRY DOOR IS INOP. REMOVED AND REPLACED PER BOEING MM.									
3350 SWAA	096SW 23055	BOEING 7372H4				LIGHT	INOPERATIVE CABIN		3/10/98 SWA980230
DURING SCHEDULED C3 CHECK, FOUND EMERGENCY EGRESS LIGHT AT AFT GALLEY DOOR FRAME IS INOP. REPLACED LIGHT ASSEMBLY PER BOEING MM.									
3350 TSAA	805AL 21809	BOEING 7372M6C				BATTERY PACK 86210066	DISCHARGED CABIN		2/17/98 TSAA9833143
ON SERVICE CHECK, FOUND POSITION NR 1 EMERGENCY FLOOR LIGHT INOPERABLE. REPLACED BATTERY PACK. OPS CHECK GOOD. AIRCRAFT RETURNED TO SERVICE. TAT: 39,502:35 HOURS. TAC: 50,012. (X)									
3350 TSAA	809AL 21720	BOEING 7372Q9				BATTERY PACK 86210066	DISCHARGED CABIN		2/19/98 TSAA9833144
DURING SERVICE CHECK, POSITIONS NR 1, NR 2, AND NR 3 EMERGENCY FLOOR LIGHTS WERE FOUND INOPERATIVE. REPLACED BATTERY PACK FOR POSITION NR 1. ALL POSITIONS OPS CHECK GOOD. AIRCRAFT RETURNED TO SERVICE. TAC: 59,963. (X)									
3350 TSAA	806AL 21927	BOEING 7372S2C				BATTERY PACK 86210066	DISCHARGED CABIN		2/16/98 TSAA9833141
ON SERVICE CHECK, FOUND POSITION NR 4 EMERGENCY FLOOR LIGHT INOPERABLE. REPLACED BATTERY PACK, OPS CHECK GOOD. AIRCRAFT RETURNED TO SERVICE. TAT: 44,483:42 HOURS. TAC: 57,958. (X)									

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3350 TSAA	806AL 21927	BOEING 7372S2C				BATTERY PACK 86210066	DISCHARGED CABIN		2/13/98 TSAA9833127
ON SERVICE CHECK, FOUND POSITION NR 5 EMERGENCY FLOOR LIGHT INOPERABLE. REPLACED BATTERY PACK, OPS CHECK GOOD. AIRCRAFT RETURNED TO SERVICE. TAT: 44,466:22 HOURS. TAC: 57,918. (X)									
3350 TSAA	802AL 22148	BOEING 7372S5C				BATTERY PACK 86210066	DISCHARGED CABIN		2/13/98 TSAA9833128
DURING SERVICE CHECK, FOUND POSITION NR 2 EMERGENCY FLOOR LIGHT INOPERABLE. REPLACED BATTERY PACK. OPS CHECK GOOD. AIRCRAFT RETURNED TO SERVICE. TAT: 32,688:40 HOURS. TAC: 61,367. (X)									
3350 TSAA	802AL 22148	BOEING 7372S5C				BATTERY PACK 86210066	DISCHARGED CABIN		2/13/98 TSAA9833129
DURING SERVICE CHECK, FOUND POSITION NR 4 EMERGENCY FLOOR LIGHT INOPERABLE. REPLACED BATTERY PACK. OPS CHECK GOOD. AIRCRAFT RETURNED TO SERVICE. TAT: 32,688:40 HOURS. TAC: 61,367. (X)									
3350 TSAA	802AL 22148	BOEING 7372S5C				BATTERY PACK 86210066	DISCHARGED CABIN		2/16/98 TSAA9833139
DURING SERVICE CHECK, FOUND POSITION NR 3 EMERGENCY FLOOR LIGHT INOPERABLE. REPLACED BATTERY PACK. OPS CHECK GOOD. AIRCRAFT RETURNED TO SERVICE. TAT: 32,706:08 HOURS. TAC: 61,407. (X)									
3350 TSAA	802AL 22148	BOEING 7372S5C				BATTERY PACK 86210066	DISCHARGED CABIN		2/16/98 TSAA9833138
DURING SERVICE CHECK, FOUND POSITION NR 2 EMERGENCY FLOOR LIGHT INOPERABLE. REPLACED BATTERY PACK. OPS CHECK GOOD. AIRCRAFT RETURNED TO SERVICE. TAT: 32,706:08 HOURS. TAC: 61,407. (X)									
3350 TSAA	802AL 22148	BOEING 7372S5C				BATTERY PACK 86210066	DISCHARGED CABIN		2/16/98 TSAA9833140
DURING SERVICE CHECK, FOUND POSITION NR 6 EMERGENCY FLOOR LIGHT INOPERABLE. AIRCRAFT RETURNED TO SERVICE. TAT: 32,706:08 HOURS. TAC: 61,407. (X)									
3350 TSAA	802AL 22148	BOEING 7372S5C				BATTERY PACK 86210066	DISCHARGED CABIN		2/16/98 TSAA9833137
DURING SERVICE CHECK, FOUND POSITION NR 4 EMERGENCY FLOOR LIGHT INOPERABLE. REPLACED BATTERY PACK. OPS CHECK GOOD. AIRCRAFT RETURNED TO SERVICE. TAT: 32,706:08 HOURS. TAC: 61,407. (X)									
3350 TSAA	816AL 23122	BOEING 7372X6C				LIGHT 963100211	INOPERATIVE CABIN		2/16/98 TSAA9833142
ON SERVICE CHECK, FOUND POSITION NR 4 EMERGENCY FLOOR LIGHT INOPERABLE. REPLACED LIGHT ASSY. OPS CHECK GOOD. AIRCRAFT RETURNED TO SERVICE. TAT: 30,719:11 HOURS. TAC: 36,568. (X)									
3350 TSAA	817AL 23292	BOEING 7372X6C				LIGHT 8731002511	INOPERATIVE CABIN		2/15/98 TSAA9833131
ON SERVICE CHECK, FOUND FORWARD DOOR EMERGENCY EXIT LIGHT INOPERABLE. REPLACED IDENTIFIER. OPS CHECK GOOD. AIRCRAFT RETURNED TO SERVICE. TAT: 33,777:16 HOURS. TAC: 40,326. (X)									
3350 SWAA	324SW 23414	BOEING 7373H4				LIGHTS 300432	INOPERATIVE CABIN		2/10/98 SWA980195
DURING SCHEDULED RON CHECK, FOUND FWD EMERGENCY TRACK LIGHTS INOP. REMOVED AND REPLACED POWER SUPPLY PER BOEING MM.									
3350 SWAA	333SW 23697	BOEING 7373H4				LIGHT	BROKEN CABIN		3/12/98 SWA980269
DURING SCHEDULED D-CHECK, FOUND EMERGENCY EXIT OVERHEAD TRACT LIGHT AT ROW 7 ABC, BROKEN OFF AT LIGHT HOUSING. REMOVED AND REPLACED PER BOEING MM.									

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5247 SWAA	333SW 23697	BOEING 7373H4				DOOR	DENTED BS 1121		3/11/98 SWA980247
DURING SCHEDULED D-CHECK, FOUND APU DOOR OUTER SKIN DENTED AT BS 1121 WL 224 RBL 10. REPAIRED PER BOEING SRM.									
5311 SWAA	055SW 21593	BOEING 7372H4				FRAME	CRACKED BS 680		3/12/98 SWA980253
DURING SCHEDULED D 1/4 CHECK, FOUND LT WHEEL FRAME BS 680 HAS CRACK IN FRAME APPROX 65 FROM CENTER TO LBL JUST BELOW ROD ATTACH POINT. REPAIRED PER BOEING SRM.									
5311 SWAA	333SW 23697	BOEING 7373H4				FRAME	CRACKED FUSELAGE		3/12/98 SWA980268
DURING SCHEDULED D-CHECK, FOUND FRAME CRACKED AT BS 520 STR 8-9 RT, BS 500C STR 8-9 RT, BS 440 STR 8-9 LT, BS 400 STR 8-9 RT. REPAIRED PER TRAMCO EWO 98-0042.									
5311 SWAA	333SW 23697	BOEING 7373H4				FRAME	CRACKED BS 787		3/12/98 SWA980252
DURING SCHEDULED D-CHECK, FOUND CRACKED AT HAT FITTING AT BS 787, STR 8L AND 9L. REPAIRED PER TRAMCO EWO 98-0042.									
5311 SWAA	333SW 23697	BOEING 7373H4				FRAME	CRACKED BS 440/500		3/12/98 SWA980267
DURING SCHEDULED D-CHECK, FOUND FRAME CRACKED AT BS 440, STR 8-9 RT, BS 500A STR 8-9 RT. REPAIRED PER TRAMCO EWO 98-0042.									
5311 SWAA	333SW 23697	BOEING 7373H4				FRAME	CORRODED BS 747/787/827		3/12/98 SWA980258
DURING SCHEDULED D-CHECK, FOUND FRAME CRACKED AT HAT FITTING AT BS 747 STR 8-9R, BS 787 STR 8-9R, BS 827 STR 8-9L, BS 827 STR 8-9R, BS 867 STR 8-9R, BS 747 STR 8-9L. REPAIRED PER TRAMCO 98-0042.									
5311 SWAA	333SW 23697	BOEING 7373H4				FRAME	CRACKED BS 727		3/12/98 SWA980251
DURING SCHEDULED D-CHECK, FOUND CRACKED AT HAT FITTING AT BS 727B, STR 8R AND 9R. REPAIRED PER TRAMCO EWO 98-0042.									
5311 SWAA	333SW 23697	BOEING 7373H4				FRAME	CORRODED BS 616		3/12/98 SWA980259
DURING SCHEDULED D-CHECK, FOUND FRAME CRACKED AT BS 616, LBL 63, WL 200. REPAIRED PER SWA T1-A53-026.									
5311 SWAA	333SW 23697	BOEING 7373H4				FRAME	CRACKED BS 500		3/12/98 SWA980256
DURING SCHEDULED D-CHECK, FOUND IS CRACKED AT A/C OUTLET ASSY ATTACH BRACKET AT BS 500A, STR 8 TO 9 RT. REPAIRED PER BOEING PER SRM.									
5311 SWAA	333SW 23697	BOEING 7373H4				FRAME	CRACKED BS 1104		3/11/98 SWA980242
DURING SCHEDULED D-CHECK, FOUND CRACK IN FRAME AT BS 1104, RBL 10, 1 INCH O/B OF STRINGER 2R. REPAIRED PER BOEING SRM.									
5311 SWAA	333SW 23697	BOEING 7373H4				FRAME	CRACKED BS 400		3/12/98 SWA980250
DURING SCHEDULED D-CHECK, FOUND FRAME IS CRACKED AT BS 400 BETWEEN STR 8 TO 9 LT. REPAIRED PER TRAMCO EWO 98-0042.									
5312 SWAA	332SW 23696	BOEING 7373H4				BULKHEAD PANEL	DAMAGED BS 727		3/10/98 SWA980234
DURING SCHEDULED D-CHECK, FOUND AT BS 727 BULKHEAD PANEL IS DAMAGED. REPAIRED PER BOEING MM.									

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5312 SWAA	332SW 23696	BOEING 7373H4				BULKHEAD ANGLE	CORRODED BS 947.5		3/10/98 SWA980232
DURING SCHEDULED D-CHECK, FOUND CORROSION ON AFT BULKHEAD SUPPORT ANGLE AT BS 947.5. REPAIRED PER BOEING SRM.									
5312 SWAA	333SW 23697	BOEING 7373H4				BULKHEAD	CORRODED BS 500D		3/12/98 SWA980263
DURING SCHEDULED D-CHECK, FOUND CORROSION AT BS 500D STR 26L TO 26R LOWER CENTER BULKHEAD SUPPORT ANGLE. REPAIRED PER BOEING SRM.									
5312 SWAA	333SW 23697	BOEING 7373H4				BULKHEAD SHROUD	DAMAGED BS 727		3/12/98 SWA980255
DURING SCHEDULED D-CHECK, FOUND AT BS 727 BULKHEAD CEILING TO BULKHEAD APU DUCT SHROUD DAMAGED. REPAIRED PER BOEING MM.									
5313 SWAA	333SW 23697	BOEING 7373H4				STRINGER	CRACKED BS 907		3/12/98 SWA980262
DURING SCHEDULED D-CHECK, FOUND CRACKED STRINGER SPLICE AT BS 907 STR 24R. REPAIRED PER BOEING SRM.									
5314 TSAA	809AL 21720	BOEING 7372Q9				KEEL BEAM	CORRODED BS 727		2/10/98 TSAA9833118
DURING A CPC VISIT, CORROSION WAS FOUND AT BS 727 KEEL BEAM AREA. REPAIR ACCOMPLISHED PER ALOHA ECO 2454. AIRCRAFT RETURNED TO SERVICE. TAT: 46,314:38 HOURS. TAC: 59,862.									
5314 SWAA	333SW 23697	BOEING 7373H4				KEEL BEAM	DAMAGED BS 706-727		3/11/98 SWA980245
DURING SCHEDULED D-CHECK, FOUND SEVEN WORKING FASTENERS IN KEEL BEAM LOWER FLANGE UPPER SURFACE AT BS 706 TO 727, RBL 7. REPAIRED PER BOEING SRM.									
5315 CALA	14336 23574	BOEING 7373T0				FLOORBEAM	CORRODED BS 947		3/11/98 CALA9800413
INSPECTION FOUND FLOORBEAM CORRODED AROUND NUT PLATE HOLE AT BS 947 BETWEEN RBL 12 AND LBL 12. THE FLOORBEAM WAS REPAIRED IAW SRM 51-00-51.									
5320 SWAA	085SW 22826	BOEING 7372H4				ANGLE	CRACKED BS 722		3/10/98 SWA980229
DURING SCHEDULED TERMINAL CHECK, FOUND CRACK IN PRIOR REPAIR AT BS 722 BLEND TO CEILING ANGLE. REPAIRED PER BOEING MM.									
5320 SWAA	686SW 23175	BOEING 7373H4				WEB	CRACKED BS 727		2/27/98 SWA980218
DURING SCHEDULED 1/2 D-CHECK, FOUND RT 18 A WEB AT BS 727 HAS CRACK AT I/B FASTENER HOLE. REPAIRED PER SWA RA 1-353-1767.									
5320 SWAA	332SW 23696	BOEING 7373H4				SUPPORT	CORRODED BS 727		3/10/98 SWA980233
DURING SCHEDULED D-CHECK, FOUND CORROSION ON FLOOR SUPPORT AT BS 727D+5 TO 860, LBL 12.75. REPAIRED PER BOEING SRM.									
5320 SWAA	333SW 23697	BOEING 7373H4				SUPPORT	CORRODED BS 860		3/12/98 SWA980257
DURING SCHEDULED D-CHECK, FOUND CORROSION AT BS 860, RBL 3, WL 154 ON FLOOR SUPPORT. REPAIRED PER BOEING SRM.									
5320 SWAA	333SW 23697	BOEING 7373H4				CLIP	CRACKED FUSELAGE		3/12/98 SWA980264
DURING SCHEDULED D-CHECK, FOUND STRINGER CLIP CRACKED AT BS 787 STR 22L, BS 787 STR 23L, BS 767 STR 23 LT, BS 747 STR 22L. REPAIRED PER BOEING SRM.									

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5320 SWAA	333SW 23697	BOEING 7373H4				SUPPORT	CORRODED BS 727		3/11/98 SWA980241
DURING SCHEDULED D-CHECK, FOUND FLOOR SUPPORT CORRODED AT BS 727D+5 RBL 3 WL 152. REPAIRED PER BOEING SRM.									
5320 SWAA	333SW 23697	BOEING 7373H4				STRAP	CRACKED BS 1139		3/11/98 SWA980243
DURING SCHEDULED D-CHECK, FOUND LOWER SPLICE STRAP AT BS 1139, WL 258, LBL 40 WAS CRACKED PASSED LIGHTENING HOLE ABOUT 1.5 INCH FROM EDGE. REMOVED AND REPLACED PER BOEING SRM.									
5320 SWAA	333SW 23697	BOEING 7373H4				SUPPORT	CORRODED BS 435-400		3/12/98 SWA980260
DURING SCHEDULED D-CHECK, FOUND CORROSION ON FLOOR/SIDEWALL SUPPORT AT BS 435 TO 400, RBL 24, WL 158.5. REPAIRED PER BOEING SRM.									
5320 SWAA	333SW 23697	BOEING 7373H4				WEB	CRACKED BS 179		3/11/98 SWA980240
DURING SCHEDULED D-CHECK, FOUND WEB CRACKED AT BS 179, WL 208, RBL 28. REMOVED AND REPLACED PER BOEING SRM.									
5320 SWAA	333SW 23697	BOEING 7373H4				DOUBLER	CRACKED BS 1139		3/12/98 SWA980254
DURING SCHEDULED D-CHECK, FOUND AT BS 1139 WL 262.5, LBL 35 FWD SIDE OF THE DOUBLER CRACKED. REMOVED AND REPLACED PER BOEING SRM.									
5320 SWAA	332SW 24408	BOEING 7373H4				SUPPORT	CRACKED BS 727		3/10/98 SWA980237
DURING SCHEDULED D-CHECK, FOUND CORROSION ON FLOOR SUPPORT AT BS 727D+5 TO 860, LBL 7.5. REPAIRED PER BOEING SRM.									
5330 EF2R	56SW 21721	BOEING 7372H4				SKIN	CRACKED BS 908/1016	61936	3/2/98 98ZZZX1092
FUSELAGE SKIN CRACKED AT THE FOLLOWING LOCATIONS, STA 908 STR 10R AND STA 1016 STR 10L AND STR 14R. REPAIRED PER DALFORT AEROSPACE, LP XEA X2-53-205 REV 1 DATED 2-25-98 AND BOEING SRM 53-30-3 FIGURE 42. FAA FORM 8110-3 DATED 2-25-98.									
5330 EF2R	56SW 21721	BOEING 7372H4				SKIN	CRACKED BS 908-951		3/2/98 98ZZZX1093
NUMEROUS FASTENER HOLES CRACKED IN FUSELAGE SKIN AT STR 14R STA 908 - STA 951. REPAIRED PER DALFORT AEROSPACE, LP XEA X2-53-206 DATED 2-25-98. FAA FORM 8110-3 DATED 2-27-98.									
5330 EF2R	56SW 21721	BOEING 7372H4				SKIN	CRACKED BS 915		3/2/98 98ZZZX1094
FUSELAGE SKIN CRACKED AT STA 915 STR 10L. REPAIRED PER DALFORT AEROSPACE, LP XEA X2-53-207 REV 1, DATED 2-27-98. FAA FORM 8110-3 DATED 2-27-98.									
5330 SWAA	062SW 22060	BOEING 7372H4				SKIN	CRACKED BS 727		3/9/98 SWA980226
DURING SERVICE CHECK, FOUND SKIN HAS A 2 DEGREE INCH CRACK AT FS 727A JUST BELOW STR 18L. REPAIRED PER BOEING SRM.									
5330 SWAA	082SW 22731	BOEING 7372H4				SKIN	CRACKED BS 980		3/10/98 SWA980228
DURING SCHEDULED RON CHECK, FOUND CRACK IN LT AFT FUSELAGE SKIN AT BS 980, STR 24. REPAIRED PER BOEING SRM.									
5330 SWAA	690SW 23783	BOEING 7373G7				SKIN	CRACKED FUSELAGE		2/10/98 SWA980194
DURING SCHEDULED C2 CHECK, FOUND FUSELAGE SKIN CRACKED LOWER AFT CORNER OF R1 DOOR CUTOUT. REPAIRED PER BOEING SRM.									

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5330 SWAA	315SW 23337	BOEING 7373H4				SKIN	CRACKED BS 520		2/11/98 SWA980192
DURING SCHEDULED RON CHECK, FOUND SKIN CRACKED ON LT SIDE OF A/C BETWEEN NR 11 AND NR 12 PASSENGER WINDOWS AT BS 520. REPAIRED PER BOEING SRM.									
5330 SWAA	332SW 23696	BOEING 7373H4				SKIN	DENTED BS 385		3/10/98 SWA980238
DURING SCHEDULED RON CHECK, FOUND DENT AT FUSELAGE RT SIDE BS 385. REPAIRED PER BOEING SRM.									
5330 SWAA	333SW 23697	BOEING 7373H4				SKIN	CRACKED DOOR		3/11/98 SWA980246
DURING SCHEDULED D-CHECK, FOUND AFT SERVICE DOORWAY UPPER HINGE CUTOUT FED UPPER CORNER HAS 3 INCH CRACK. REPAIRED PER BOEING SRM.									
5330 SWAA	333SW 23697	BOEING 7373H4				SKIN	CRACKED BS 907		3/11/98 SWA980244
DURING SCHEDULED D-CHECK, FOUND UPON REMOVAL OF SIDE SKIN AT BS 907, CIRCUMFERENTIAL STRAP TO BE CRACKED AT 220R. REMOVED AND REPLACED PER BOEING SRM.									
5330 SWAA	333SW 23697	BOEING 7373H4				SKIN	DENTED BS 969		3/12/98 SWA980261
DURING SCHEDULED D-CHECK, FOUND SKIN DENTED AND GOUGED AT BS 969, WL 188, LBL 64. REPAIRED PER BOEING SRM.									
5330 SWAA	333SW 23697	BOEING 7373H4				SKIN	DAMAGED BS 785		3/12/98 SWA980265
DURING SCHEDULED D-CHECK, FOUND SKIN DAMAGE AT BS 785, WL 214, RBL 71, BELOW STR 16R. REPAIRED PER BOEING SRM.									
5330 SWAA	333SW 23697	BOEING 7373H4				SKIN	GOUGED BS 863		3/6/98 SWA980224
DURING SCHEDULED D-CHECK, FOUND FUSELAGE SKIN IS GOUGED AT BS 863, STR 1. REPAIRED PER BOEING SRM.									
5330 SWAA	349SW 24408	BOEING 7373H4				PANEL	CRACKED FUSELAGE		3/10/98 SWA980236
DURING SCHEDULED C4 CHECK, FOUND LWR FUSELAGE FIXED PANEL BELOW KEEL BEAM CRACKED. REPAIRED PER BOEING SRM.									
5330 SWAA	664SW 23495	BOEING 7373Y0				SKIN	CRACKED FUSELAGE		2/27/98 SWA980220
DURING SCHEDULED C1 CHECK, FOUND UPPER HINGE CUTOUT HAS .25 INCH CRACK AT CORNER. REPAIRED PER SWA RA 1-353-1780.									
5400 SWAA	333SW 23697	BOEING 7373H4				ANGLE	CRACKED RT PYLON		3/12/98 SWA980266
DURING SCHEDULED D-CHECK, FOUND R/W PYLON L-ANGLE STIFFENER CRACKED AT I/B SIDE. REMOVED AND REPLACED PER BOEING SRM.									
5730 SWAA	085SW 22826	BOEING 7372H4				SKIN	CRACKED RT WING		3/10/98 SWA980227
DURING TERMINAL CHECK, FOUND UPPER WING SKIN CRACKED AFT OF UPPER WING PANEL. REPAIRED PER SWA RA 1-257-0537.									
5730 TSAA	809AL 21720	BOEING 7372Q9				SKIN	CORRODED WING		2/10/98 TSAA9833116
DURING A CPC VISIT, CORROSION WAS FOUND ON THE OUTBOARD WING MAIN WING BOX LOWER SKIN. CORRECT REWORK ACCOMPLISHED PER ALOHA ECO 1684. AIRCRAFT RETURNED TO SERVICE. TAT: 46,314:38 HOURS. TAC: 59,862. (X)									

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5730 SWAA	304SW 22944	BOEING 7373H4				SKIN	CRACKED WS 213		2/28/98 SWA980222
DURING SCHEDULED SERVICE CHECK, FOUND 1/4 CRACK AT L/E STATION 213, LT WING. REPAIRED PER SWA RA 1-357-0493.									
5730 SWAA	304SW 22944	BOEING 7373H4				SKIN	CRACKED RT WING		2/28/98 SWA980221
DURING SCHEDULED SERVICE CHECK, FOUND .25 INCH CRACK AT L/E STATION 213, RT WING. REPAIRED PER SWA RA 1-357-0493.									
5730 SWAA	333SW 23697	BOEING 7373H4				SKIN	CORRODED WINGS		3/11/98 SWA980248
DURING SCHEDULED D-CHECK, FOUND BOOST PUMP CUTOUT UPPER SURFACE OF LOWER SKIN HAS CORROSION DAMAGE. REPAIRED PER BOEING SRM.									
5730 SWAA	667SW 23063	BOEING 7373T5				SKIN	CRACKED WS 312		2/11/98 SWA980193
DURING SCHEDULED C-3 CHECK, FOUND CRACK INBD WS 213 BETWEEN KRUEGER FLAPS. REPAIRED PER SWA RA 1-357-0503.									
2120 TWRA	606FF 20273	BOEING 747136				AIR DISTRIBUTION	ODOR CABIN		2/28/98 TWRA9810
PASSENGERS AND FLIGHT ATTENDANTS REPORTED A SMELL OF ELECTRICAL BURNING AROUND L2 AND R2. TURNED OFF ALL RECIRCULATING FANS AND GASPER FAN, SMELL STOPPED. INSPECTED ALL RECIR AND GASPER FANS FOR DEFECTS AND OPS, ALL NORMAL. PERFORMED PACK BURN OUT, ALL PACKS AND ENGINES, NO ODOR NOTED AFTER BURN OUT. (X)									
2350 TWRA	608FF 19672	BOEING 747131			EATON 24451	PSS SWITCH 24451	SHORTED R3 AUDIO CTRL P		2/21/98 TWRA9809
DURING CRUISE, R-3 AUDIO CONTROL PANEL (PSS PWR) SWITCH SHORTED OUT CAUSING SMOKE. REMOVED THE UNIT. STORED UNIT IN COCKPIT. FOUND PSS SWITCH CONTACT BURNED. REMOVED AND REPLACED PSS SWITCH. CHECKED WIRING PER WDW 23-30-12. WIRING OK AND OPS CHECK PSS OK PER MM 23-34-00. ALL FUNCTIONS NORMAL. (X)									
3350 NWAA	665US 23820	BOEING 747451				WIRE	FAILED CABIN		2/5/98 9804126305
DURING LINE CHECK, FOUND FLOOR PATH EMERGENCY LIGHTS INOPERATIVE AT DOOR 4R. REPAIRED WIRING, OPERATIONAL CHECK GOOD.									
3350 NWAA	666US 23821	BOEING 747451				CONNECTOR	LOOSE CABIN		3/13/98 9804266306
DURING LINE CHECK, FOUND FLOOR PATH EMERGENCY LIGHTS INOPERATIVE FROM ROWS 51HJK TO 66HJK. RECONNECTED ELECTRICAL PIN, OPERATIONAL CHECK GOOD.									
3610 NWAA	640US 640US	BOEING 747251F				PNEUMATIC SYST	MALFUNCTIONED NR 4 ENGINE		3/8/98 9804246740
DURING TAKEOFF, THE NR 4 ENGINE DID NOT REACH TAKEOFF POWER AND PNEUMATIC HIGH STAGE LIGHT DID NOT EXTINGUISH WHEN POWER WAS SET FOR TAKEOFF. AIRCRAFT ABORTED TAKEOFF AND RETURNED TO THE GATE. REPLACED THE HIGH STAGE VALVE, HIGH STAGE CONTROL, AND PNEUMATIC LINE. EXACT PART CAUSING FAULT TO BE DETERMINED.									
5320 P5CA	854FT 19754	BOEING 747122				STANCHION	CRACKED BS 640		3/7/98 P5CA9800488
BS 460 RBL 20 STANCHION CRACKED AND BROKEN AT CANON HOLES. REMOVED AND REPAIRED STANCHION 51-10-01.									
3350 AALA	612AA 24488	BOEING 757223				WIRE	BROKEN CABIN		1/29/98 AALA980231
DFW - DURING OVERNIGHT CHECK, EMERGENCY EXIT FLOOR PATH LIGHTS IN FIRST CLASS WERE INOPERATIVE. REPLACED EMERGENCY EXIT FLOOR PATH LIGHTING WIRE IN FIRST CLASS. SYSTEM GROUND CHECKED NORMAL OPERATION. (M)									

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3350 AALA	621AM 24579	BOEING 757223				LIGHT	DEFECTIVE CABIN		2/4/98 AALA980249
DFW - DURING OVERNIGHT CHECK, AFT EMERGENCY EXIT LIGHT STRIP INOPERATIVE. REPLACED AFT EMERGENCY LIGHT STRIP. SYSTEM GROUND CHECKED NORMAL OPERATION. (M)									
3350 AALA	647AM 24605	BOEING 757223				LIGHT	DEFECTIVE CABIN		2/5/98 AALA980255
DFW - DURING OVERNIGHT CHECK, FORWARD GALLEY EMERGENCY EXIT FLOOR LIGHT INOPERATIVE. REPLACED LIGHT STRIP AT FORWARD GALLEY EMERGENCY EXIT FLOOR. SYSTEM GROUND CHECKED NORMAL OPERATION. (M)									
3350 AALA	668AA 25333	BOEING 757223				MODULE P4010051112	DEFECTIVE CABIN		2/1/98 AALA980234
SNA - DURING OVERNIGHT MAINTENANCE EMERGENCY EXIT FLOOR PATH LIGHTS IN FIRST AND COACH CLASS WERE INOPERATIVE. REPLACED EMERGENCY FLOOR PATH LIGHTING FORWARD AND AFT MODULES. SYSTEM GROUND CHECKED NORMAL OPERATION. (M)									
3350 DALA	643DL 23997	BOEING 757232	RROYCE RB211524B4		767GE	LIGHT	INOPERATIVE CABIN		3/7/98 DL757980535
L3 EMER SLIDE LT INOP. REPLACED SAME, CKS GOOD.									
3350 AALA	352AA 24033	BOEING 767323				LIGHT 0201804001	DEFECTIVE CABIN		1/27/98 AALA980225
SFO - DURING OVERNIGHT MAINTENANCE, EMERGENCY EXIT LIGHT AT PASSENGER SEAT 40H INOPERATIVE. REPLACED BROKEN EMERGENCY EXIT LIGHT ASSEMBLY AT PASSENGER SEAT 40H. SYSTEM GROUND CHECKED NORMAL OPERATION. (M)									
3350 AALA	355AA 24036	BOEING 767323				CONNECTOR	DEFECTIVE CABIN		1/27/98 AALA980219
SFO - DURING OVERNIGHT MAINTENANCE, EMERGENCY EXIT LIGHT AT PAX SEAT 32HJ INOPERATIVE. REPLACED EMERGENCY EXIT LIGHT CONNECTOR AT PAX SEAT 32HJ. SYSTEM GROUND CHECKED NORMAL OPERATION. (M)									
3350 AALA	360AA 24041	BOEING 767323				CONNECTOR 1721651	DEFECTIVE CABIN		2/12/98 AALA980308
SFO - DURING OVERNIGHT MAINTENANCE, EMERGENCY EXIT LIGHT AT SEAT ROW 24HJ WOULD NOT ILLUMINATE. REPLACED EMERGENCY EXIT LIGHT CONNECTOR AT SEAT ROW 24HJ. SYSTEM GROUND CHECKED NORMAL OPERATION. (M)									
3350 AALA	372AA 25199	BOEING 767323				CONNECTOR	BROKEN CABIN		1/24/98 AALA980205
SFO - DURING OVERNIGHT MAINTENANCE, EMERGENCY EXIT LIGHT AT PASSENGER SEAT 24H INOPERATIVE. REPLACED BROKEN PINS IN EMERGENCY EXIT LIGHT CONNECTOR AT PASSENGER SEAT 24H. SYSTEM GROUND CHECKED NORMAL OPERATION. (M)									
3350 AALA	380AN 25449	BOEING 767323			GRIMES	MODULE 7002403	MISSING CABIN		2/11/98 AALA980305
SFO - DURING OVERNIGHT MAINTENANCE, EMERGENCY EVACUATION ALERT MODULE WAS MISSING AT FLIGHT ATTENDANT STATION RIGHT SIDE NEAR MID GALLEY. REPLACED MISSING EMERGENCY EVACUATION ALERT MODULE AT FLT ATTENDANT STATION RIGHT SIDE NEAR MID GALLEY. SYSTEM GROUND CHECKED NORMAL OPERATION. (M)									
3350 AALA	381AN 25450	BOEING 767323				WIRE	BROKEN CABIN		1/19/98 AALA980171
SFO - DURING MAINTENANCE, EMERGENCY EXIT LIGHT AT PAX SEAT 34H INOPERATIVE. REPAIRED BROKEN WIRE AND REPLACED PIN AND CONNECTOR FOR EMERGENCY EXIT LIGHT AT PAX SEAT 34H. SYSTEM GROUND CHECKED NORMAL OPERATION. (M)									

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3350 AALA	388AA 27448	BOEING 767323				SOCKET	CORRODED FUSELAGE	2/7/98	AALA980268
SFO - DURING OVERNIGHT MAINTENANCE, AFT SLIDE GROUND EMERGENCY EXIT LIGHT ON LEFT FUSELAGE WAS INOPERATIVE. CLEANED CORRODED LIGHT SOCKET AND RELAMPED. SYSTEM GROUND CHECKED NORMAL OPERATION. (M)									
7230 WA2D		BOEING 777222	PWA PW4077			BEARING 50A126	FAILED NR 3 MAIN	123	10/20/97 98ZZZX1072
LOW OIL PRESSURE MESSAGE APPEARED AFTER LANDING IN BEIJING. GROUND INSPECTION FOUND METAL IN FILTER AND CHIP DETECTORS. DISASSEMBLY INSPECTION FOUND NR 3 MAIN BEARING FAILURE. BEARING ROUTED TO PRATT & WHITNEY ENGINEERING FOR INVESTIGATION. CUSTOMER: ALL NIPPON AIRWAYS OF JAPAN. CYCLES, 46.									
3231 *****	606AT 6500225	CESSNA 650				ROD NAS3544240	FAILED MLG DOOR	3/3/98	98ZZZX1069
THE MLG UPPER DOOR ROD P/N NAS 354-4-240 HAS BROKEN 2 TIMES. SUSPECT DUE TO EXCESSIVE AIR LOAD FOR THE ROD SIZE OR DEFECTIVE RODS. TAT: 1661. LANDING: 1,055.									
2210 SWIA	408SW 7055	CNDAIR CL6002B19	GE CF343A1			YAW DAMPER	FAILED NR 2	3/9/98	SWIA971095
YAW DAMPER 2 FAILS INFLIGHT, BUT WOULD RESET AFTER SEVERAL SECONDS. RETURNED TO SLC. REPLACED NR 2 FCC 4000 IAW MM 22. OPS CHECKS GOOD FOR CATII.									
2750 COMA	981CA 7163	CNDAIR CL6002B19				FECU 860D10018AB	MALFUNCTION E/E COMPT	5654 2164	3/11/98 COMA9860054
FLAPS FAILED WHEN SELECTED FOR LANDING APPROACH. REPLACED THE FLAP ELECTRONIC CONTROL UNIT.									
3250 COMA	978CA 7158	CNDAIR CL6002B19				ECU 16900107	MALFUNCTION NLG STEERING	2917	3/10/98 COMA9860055
NOSE WHEEL STEERING MESSAGE ON EICAS. REPLACED THE ECU.									
3610 SWIA	406SW 7030	CNDAIR CL6002B19	GE CF343A1			CLAMP	FAILED RT BLEED DUCT	3/9/98	SWIA971097
RIGHT 14TH STAGE BLEED AIR DUCT LEAK MSG OUT OF 18000 FT ON CLIMBOUT. SYNOPTIC PAGE SHOWED RED INSIDE OF VALVE. FOLLOWED QRH CLOSING 14TH STAGE VALVE, MSG WENT OUT. RETURNED TO SLC. SECURED AND SEALED RIGHT 14TH STAGE SHUT OFF VALVE THERMAL BLANKET. SECURED V-BAND CLAMP ON 14TH STAGE SHUTOFF VALVE IAW MM 36. OPERATED 14TH STAGE AIR WITH ENGINES AT TAKEOFF POWER AND OPS CHECKS GOOD.									
2910 PCAA	819EX 016	DHAV DHC8102				HYDRAULIC LINE	FAILED NR 2 SYSTEM	2/25/98	PCAA9800737
ON FINAL INTO PIT WHEN THE LANDING GEAR WAS SELECTED DOWN, THE NR 2 HYDRAULIC CONTENTS WERE DEPLETED. AIRCRAFT LANDED WITHOUT INCIDENT. MAINTENANCE INSPECTED HYDRAULIC SYSTEM AND FOUND A-HYDRAULIC LINE UNDER THE LEFT INBD FLAP SPLIT. PERFORMED A REPAIR TO THE LINE IAW DHC PROCEDURES. SYSTEM WAS REPLENISHED, CHECKED OUT FOR LEAKS AND OPERATION. DHC PROCEDURES FOR LOSS OF HYDRAULIC SYSTEM C/W. GEAR RETRACTION TEST PERFORMED SATISFACTORY. AIRCRAFT RETURNED TO SERVICE. (X)									
3350 PCAA	819EX 016	DHAV DHC8102				CONNECTOR	LOOSE CABIN	2/22/98	PCAA9800735
RIGHT FLOOR EMERGENCY LIGHTS HAVE NUMEROUS INOPERATIVE BULBS. SECURED CONNECTOR ON RIGHT FLOOR EMERGENCY LIGHT STRIP. OPERATIONAL TEST NORMAL. AIRCRAFT RETURNED TO SERVICE. (X)									
3350 PCAA	819EX 016	DHAV DHC8102				WIRE	LOOSE CABIN	2/26/98	PCAA9800738
SEVERAL EMERGENCY FLOOR PROXIMITY LIGHTS INOPERATIVE. SECURED SEVERAL LOOSE JUMPER WIRES, REPAIRED WIRING IN EMERGENCY PROXIMITY LIGHTING CIRCUIT AND REPLACED FORWARD AND AFT BATTERY PACK FUSES. OPERATIONAL TEST OF SYSTEM NORMAL. AIRCRAFT RETURNED TO SERVICE. (X)									

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3350 PCAA	819EX 016	DHAV DHC8102				CONNECTOR	FAILED CABIN		2/10/98 PCAA9800725
EMERGENCY FLOOR LIGHTING INOPERATIVE RIGHT CENTER FLOOR. REPAIRED OPEN CIRCUIT AT CONNECTOR, OPERATIONAL CHECKED GOOD. AIRCRAFT RETURNED TO SERVICE. (X)									
3350 PCAA	819EX 016	DHAV DHC8102				LIGHT 10005511	FAILED COCKPIT	5579	2/26/98 PCAA9800739
COCKPIT OVERHEAD PORTABLE EMERGENCY LIGHT IS INOPERATIVE. REMOVED AND REPLACED COCKPIT OVERHEAD PORTABLE EMERGENCY LIGHT ASSEMBLY WITH SERVICEABLE UNIT. OPERATIONAL TEST NORMAL. AIRCRAFT RETURNED TO SERVICE. (X)									
3350 PCAA	820EX 019	DHAV DHC8102				BULB	FAILED COCKPIT		2/21/98 PCAA9800733
COCKPIT OVERHEAD PORTABLE EMERGENCY LIGHT IS INOPERATIVE. REMOVED AND REPLACED COCKPIT OVERHEAD PORTABLE EMERGENCY LIGHT BULB. OPERATIONAL TEST NORMAL. AIRCRAFT RETURNED TO SERVICE. (X)									
3350 PCAA	820EX 019	DHAV DHC8102				CONNECTOR	LOOSE CABIN		2/16/98 PCAA9800729
SEVERAL LIGHTS INOPERATIVE IN FLOOR EMERGENCY PROXIMITY LIGHTING SYSTEM. FOUND SEVERAL LIGHT STRIPS UNPLUGGED. SECURED CONNECTORS. OPERATIONAL TEST NORMAL. AIRCRAFT RETURNED TO SERVICE. (X)									
3350 PCAA	829EX 146	DHAV DHC8102				LIGHT 10005511	INOPERATIVE COCKPIT	12015 10699	2/5/98 PCAA9800717
COCKPIT PORTABLE EMERGENCY LIGHT IS INOPERATIVE. REMOVED AND REPLACED COCKPIT OVERHEAD PORTABLE EMERGENCY LIGHT ASSEMBLY AND LIGHT RECEPICAL. OPERATIONAL TEST NORMAL. AIRCRAFT RETURNED TO SERVICE. (X)									
3350 PCAA	829EX 146	DHAV DHC8102				LIGHT 10005511	MALFUNCTIONED CABIN	10784	2/15/98 PCAA9800732
OVERHEAD PORTABLE EMERGENCY LIGHT REMAINS ILLUMINATED DURING NORMAL OPERATIONS. REPLACED OVERHEAD PORTABLE EMERGENCY LIGHT WITH SERVICEABLE UNIT. OPERATIONAL TEST NORMAL. AIRCRAFT RETURNED TO SERVICE. (X)									
3350 PCAA	831EX 160	DHAV DHC8102				BULB	FAILED CABIN		2/13/98 PCAA9800730
LEFT AFT EXTERIOR EMERGENCY EGRESS LIGHT INOPERATIVE. REMOVED AND REPLACED BULB AND CLEANED SOCKET. OPERATION TEST NORMAL. AIRCRAFT RETURNED TO SERVICE. (X)									
3350 PCAA	821EX 173	DHAV DHC8102				BULB	FAILED CABIN		2/2/98 PCAA9800715
FORWARD CENTER CEILING EMERGENCY LIGHT INOPERATIVE. REMOVED AND REPLACED BULB. OPERATIONAL TEST NORMAL. AIRCRAFT RETURNED TO SERVICE. (X)									
3350 PCAA	817EX 191	DHAV DHC8102				SWITCH	FAILED CABIN		2/16/98 PCAA9800728
LEVER FOR EMERGENCY LIGHT SWITCH BROKEN OFF. REPLACED SWITCH, PERFORMED OPERATIONAL TEST OF EMERGENCY LIGHT SYSTEM. OPERATIONAL TEST NORMAL. AIRCRAFT RETURNED TO SERVICE. (X)									
3350 PCAA	811AW 201	DHAV DHC8102				CONNECTOR	LOOSE CABIN		2/1/98 PCAA9800710
FIRST FOUR ROWS OF FLOOR EMERGENCY PROXIMITY LIGHTING NOT ILLUMINATING WHEN TESTED. RESECURED CANNON PLUG AT EMERGENCY LIGHT BATTERY PACK. OPERATIONAL TEST NORMAL. AIRCRAFT RETURNED TO SERVICE. (X)									

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3350 PCAA	EICBJ 215	DHAV DHC8102				BULB	FAILED CABIN		2/2/98 98ZZZX1090
ONE LIGHT AT ROW 4 INOPERATIVE IN FLOOR EMERGENCY PROXIMITY LIGHTING SYSTEM. REMOVED AND REPLACED BULB. OPERATIONAL TEST NORMAL. AIRCRAFT RETURNED TO SERVICE. (X)									
3350 PCAA	837EX 217	DHAV DHC8102				BULB	FAILED CABIN		2/1/98 PCAA9800712
FIRST RED EMERGENCY FLOOR PROXIMITY LIGHT AT PASSENGER ENTRANCE IS INOPERATIVE. REMOVED AND REPLACED BULB. OPERATIONAL TEST NORMAL. AIRCRAFT RETURNED TO SERVICE. (X)									
3350 PCAA	818EX 235	DHAV DHC8102				BULB	FAILED CABIN		2/8/98 PCAA9800714
FORWARD CABIN EMERGENCY EXIT SIGN HAS ONE INOPERATIVE BULB. REMOVED AND REPLACED BULB. OPERATIONAL TEST NORMAL. AIRCRAFT RETURNED TO SERVICE. (X)									
3350 PCAA	EICHP 258	DHAV DHC8102				BULB	FAILED COCKPIT		2/3/98 PCAA9800720
ONE LIGHT INOPERATIVE IN FLOOR EMERGENCY PROXIMITY LIGHTING SYSTEM. REMOVED AND REPALCED BULB. OPERATIONAL TEST NORMAL. AIRCRAFT RETURNED TO SERVICE. (X)									
3350 PCAA	832EX 280	DHAV DHC8102				BULB	FAILED CABIN		2/12/98 PCAA9800731
CENTER EMERGENCY CABIN LIGHT HAS INOPERATIVE BULBS. REMOVED AND REPLACED INOPERATIVE BULBS IN CENTER EMERGENCY CABIN LIGHT. OPERATIONAL TEST NORMAL. AIRCRAFT RETURNED TO SERVICE. (X)									
3350 PCAA	835EX 289	DHAV DHC8102				WIRE	BROKEN CABIN		2/8/98 PCAA9800718
TWO LIGHTS INOPERATIVE IN FLOOR EMERGENCY PROXIMITY LIGHTING SYSTEM. REPAIRED BROKEN WIRE IN FLOOR EMERGENCY PROXIMITY LIGHTING SYSTEM. REPAIRED BROKEN WIRE IN FLOOR EMERGENCY PROXIMITY LIGHTING SYSTEM CIRCUIT. OPERATIONAL TEST NORMAL. AIRCRAFT RETURNED TO SERVICE. (X)									
3350 PCAA	808EX 299	DHAV DHC8102				BATTERY PACK 6038443	DISCHARGED CABIN	16319	2/5/98 PCAA9800713
LEFT AFT EMERGENCY EXIT EGRESS LIGHT AND AFT CEILING AISLE LIGHT INOPERATIVE. REMOVED AND REPLACED EMERGENCY LIGHT BATTERY PACK AT POSITION 3351/PS3. OPERATIONAL TEST NORMAL. AIRCRAFT RETURNED TO SERVICE. (X)									
3350 PCAA	810EX 308	DHAV DHC8102				BATTERY 6104781	DISCHARGED CABIN		2/24/98 547 PCAA9800734
FORWARD CABIN OVERHEAD EMERGENCY LIGHT IS INOPERATIVE. REMOVED AND REPLACED EMERGENCY LIGHT BATTERY AT POSITION NR 200. OPERATIONAL TEST NORMAL. AIRCRAFT RETURNED TO SERVICE. (X)									
3350 PCAA	814EX 318	DHAV DHC8102				BULB	FAILED CABIN		2/1/98 PCAA9800711
EMERGENCY PATH LIGHT INOPERATIVE AT SEAT 3DF. REMOVED AND REPLACED BULB. OPERATIONAL TEST NORMAL. AIRCRAFT RETURNED TO SERVICE. (X)									
3350 PCAA	815EX 321	DHAV DHC8102				BATTERY 6104781	DISCHARGED CABIN		2/24/98 PCAA9800736
RIGHT AFT FUSELAGE EXTERIOR EMERGENCY EGRESS LIGHT INOPERATIVE. REMOVED AND REPLACED EMERGENCY LIGHT BATTERY AT POSTION NR 600. OPERATIONAL TEST NORMAL. AIRCRAFT RETURNED TO SERIVCE. (X)									
3350 MALA	831MA 339	DHAV DHC8102				CONTROL BOX 82410162007	FAILED CABIN		3/12/98 MALA976041
DURING INSPECTION, EMERGENCY LIGHTS WILL NOT SHUT OFF WHEN SELECTED. MAINTENANCE REPLACED EMERGENCY LIGHT CONTROL BOX, OPS CHECK GOOD.									

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3350 PCAA	825EX 388	DHAV DHC8102				BULB	FAILED CABIN		2/6/98 PCAA9800716
ONE LIGHT INOPERATIVE IN FLOOR EMERGENCY PROXIMITY LIGHTING SYSTEM. REMOVED AND REPLACED BULB. OPERATIONAL TEST NORMAL. AIRCRAFT RETURNED TO SERVICE. (X)									
6120 QXEA	813PH 32	DHAV DHC8102			DHAV 82410314015	RELAY YD4N	MALFUNCTION RELAY PNL		3/6/98 QXEA9800241
AUTOFEATHER FAILED TO ARM. INSPECTED AND CLEANED POWER LEVER SWITCHES AND REPLACED 6121-K2 RELAY, OPERATIONAL CHECKS GOOD.									
7931 PCAA	820EX 019	DHAV DHC8102				GAUGE	MALFUNCTIONED NR 2 ENGINE		2/9/98 PCAA9800723
ON CLIMB-OUT FROM SWF AFTER SELECTION OF GEAR UP, NR 2 OIL PSI LIGHT ILLUMINATED AND NR 2 OIL PSI GAUGE INDICATED 20 PSI, 5 SECONDS LATER, BOTH INDICATED NORMAL. CREW REDUCED POWER AND RETURNED TO FIELD. MAINTENANCE TROUBLESHOT NR 2 ENGINE OIL PRESSURE SYSTEM IAW PWC MANUAL, GROUND RAN AIRCRAFT, PERFORMED A TEST FLIGHT, NO DEFECTS NOTED. AIRCRAFT RETURNED TO SERVICE. (X)									
3030 VNAA	457PS 3048	DORNER DO328100	PWA PW119B	HARTZL HDE6C3B		PITOT HEAT 0851GW	FAILED LEFT	49984	3/10/98 VNAA9803010
DURING THE TAXI OUT FOR TAKEOFF, A STANDBY PITOT HEAT FAIL WARNING MESSAGE WAS DISPLAYED. THE AIRCRAFT RETURNED TO THE GATE. OUTSTATION MAINTENANCE INSPECTED AND APPROVED THE AIRCRAFT, FOR A FERRY FLIGHT TO PIT. THE FERRY FLIGHT WAS CONDUCTED WITHOUT INCIDENT. PIT MAINTENANCE INSPECTED AND REPLACED THE STANDBY PITOT HEAD IN ACCORDANCE WITH DORNIER MAINTENANCE MANUAL 34-11-04. OPERATION CHECKS WERE COMPLIED WITH.									
3620 VNAA	440JS 3058	DORNER DO328100	PWA PW119B	HARTZL HDE6C3B		PANEL 3280071AMENDC	FAILED COCKPIT OVHEAD	67659 21795	3/11/98 VNAA9803013
A LEFT HIGH PRESSURE BLEED FAIL WARNING MESSAGE ILLUMINATED, DURING THE TAXI OUT FOR TAKEOFF. THE AIRCRAFT RETURNED TO THE GATE WITHOUT FURTHER INCIDENTS. MAINTENANCE INSPECTED AND REPLACED THE 16 VE OVERHEAD PANEL IN ACCORDANCE WITH DORNIER MAINTENANCE MANUAL 31-12-12. OPERATION CHECKS WERE GOOD, AND THE AIRCRAFT WAS RETURNED TO SERVICE.									
6112 VNAA	426JS 3038	DORNER DO328100	PWA PW119B	HARTZL HDE6C3B		WIRE B6444	BROKEN LT PROP BOOT		3/11/98 VNAA9803015
DURING TAXI FOR TAKEOFF, THE LEFT HAND PROPELLER HEAT FAILED TO OPERATE. THE AIRCRAFT RETURNED TO THE GATE. OUTSTATION MAINTENANCE INSPECTED AND REPAIRED A BROKEN PROPELLER DE-ICE BOOT LEAD WIRE IN ACCORDANCE WITH HARTZELL MAINTENANCE MANUAL 61-00-60. OPERATION CHECKS WERE COMPLETED.									
2565 CALA	68065 46590	DOUG DC1030			PICO	SLIDE 5WD230500203	MALFUNCTIONED L-3 DOOR	2748 810	3/8/98 CALA9800411
A FUEL SMELL WAS REPORTED IN THE COCKPIT AND CABIN DURING TAXI OUT. WHILE RETURNING TO THE GATE THE FIRE DEPARTMENT REPORTED FIRE COMING FROM THE NR 2 ENGINE. THE NR 2 ENGINE WAS SHUT DOWN. EMERGENCY EVACUATION SLIDES WERE DEPLOYED AND PASSENGERS EXITED THE AIRCRAFT VIA THE SLIDES. THE FIRE DEPARTMENT EXTINGUISHED THE ENGINE FIRE. THE L-3 DOOR SLIDE DID NOT FULLY DEPLOY. THE NR 2 ENGINE WILL BE REPLACED.									
5320 CALA	68044 46903	DOUG DC1010				ANGLE	TORN R-2 DOORWAY		3/12/98 CALA9800420
INSPECTION FOUND ANGLE TORN AT BOLT HOLES FOR CABLE PULLEY BRACKET AT AFT UPPER CORNER OF R-2 DOOR CUTOUT. THE SUPPORT CHANNEL WAS REMOVED. DOUBLER AND FILLER WERE FABRICATED AND INSTALLED IAW SRM 51-31-1, 51-40-00, 51-21-1, AND 51-90-00.									
5320 AALA	164AA 46950	DOUG DC1030				SHEAR TIE	CORRODED BS 1952		1/14/98 AALA980127
TUL - FOUND SHEAR TIE CORRODED BEYOND LIMITS. REPLACED SHEAR TIE PER SRM 53-30-00. (M)									
5320 AALA	164AA 46950	DOUG DC1030				SHEAR TIE	CORRODED BS 1982		1/19/98 AALA980178
TUL - FOUND CORROSION ON SHEAR TIE STATION 1982. FABRICATED NEW SHEAR TIE TREATED PRIMED AND PAINTED NEW PART. INSTALLED SHEAR SRM VOL 1 53-30-00 FIGURE NR 1. (M)									

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5320 AALA	164AA 46950	DOUG DC1030				CHANNEL	CORRODED BS 1781		1/17/98 AALA980180
TUL - FOUND CORROSION ON LWR SIDE OF CHANNEL AT ATTACH POINTS. PART WAS FABRICATED AND INSTALLED PER AARD 51-01-00-05. (M)									
5320 AALA	164AA 46950	DOUG DC1030				ANGLE	CORRODED BS 1841		1/16/98 AALA98134
TUL - SMALL SECTION OF FLOOR SUPPORT CORRODED TOP AND BOTTOM SIDES, BETWEEN TRAY NR 5 AND NR 6. REMOVED PART AND REPLACED WITH NEW PART PER SRM 51-01-00-05. (M)									
5320 AALA	164AA 46950	DOUG DC1030				ANGLE	CORRODED BS 1841		1/16/98 AALA98138
TUL - FLOORBOARD SUPPORT CORRODED BETWEEN TRAYS. REMOVED PART, INSTALLED NEW PART PER SRM 51-01-00-05. (M)									
5320 AALA	164AA 46950	DOUG DC1030				SHEAR TIE	CORRODED BS 1772		1/19/98 AALA980209
TUL - FOUND CORROSION ON FRAME AND SHEAR TIES AFT CARGO. FABRICATED AND INSTALLED NEW SHEAR TIE PER SRM 53-30-00 FIGURE 10. (M)									
5320 AALA	164AA 46950	DOUG DC1030				SHEAR TIE	CORRODED BS 1962		1/19/98 AALA980210
TUL - FOUND CORROSION ON BOTTOM FRAME ANGLE ATTACHMENT TO SKIN. INSTALLED NEW SHEAR TIE PER SRM 53-30-00 FIG 10. (M)									
5330 AALA	164AA 46950	DOUG DC1030				SKIN	CORRODED BS 1977		1/19/98 AALA980179
TUL - FOUND CORROSION ON FUSELAGE SKIN AT STATION 1977, STRINGER 51R. REPAIR FABRICATED AND INSTALLED PER ESO 7349, DATED 1-19-98. (M)									
5347 AALA	164AA 46950	DOUG DC1030				TRACK	CORRODED BS 1841		1/16/98 AALA980174
TUL - FORWARD END OF TRACK CORRODED AT WEB ATTACHMENT STATION 1841 RT. NEW TRACK FABRICATED AND INSTALLED PER AARD/SRM 51-01-00-05. (M)									
5347 AALA	164AA 46950	DOUG DC1030				TRACK	CORRODED BS 1841		1/16/98 AALA980173
TUL - FORWARD END OF TRACK CORRODED AT WEB ATTACHMENT STATION 1841 LEFT. NEW TRACK WAS FABRICATED AND INSTALLED PER AARD/SRM 51-01-00-05. (M)									
5350 GK4Y	604GC 47924	DOUG DC1030F				FAIRING	DAMAGED AFT CARGO DOOR		2/23/98 98ZZZX1068
GROUND EQUIPMENT DAMAGED FIBERGLASS FAIRING FORWARD OF AFT CARGO DOOR OPENING. DAMAGE IS 2.5 INCHES BY 1.5 INCHES BY 0.5 INCH DEEP. TEMPORARY REPAIR CARRIED OUT BY GEMINI.									
5511 FDEA	052FE 47806	DOUG DC1010F				SPAR CAP	CRACKED LT HORIZ STAB		3/7/98 98FDEA00172
LT HORIZONTAL STABILIZER REAR SPAR CAP FWD BARREL NUT HOLE HAS A 1.75 INCH CRACK INDICATION, STARTING .25 FROM THE TOP SURFACE AND GOING DOWN PAST THE BARREL NUT ON THE REAR WALL.									
5711 CALA	68044 46903	DOUG DC1010				ANGLE	CORRODED FRONT SPAR		3/12/98 CALA9800418
INSPECTION FOUND RT WING LEADING EDGE LOWER FRONT SPAR CAP ANGLE CORRODED NINE INCHES INBOARD OF FUEL VALVE. THE CORROSION WAS REMOVED IAW SRM 51-21-00. A METAL STRAP WAS FABRICATED AND INSTALLED IAW SRM 51-30-0.									

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5711 CALA	68044 46903	DOUG DC1010				ANGLE	CORRODED FRONT SPAR		3/12/98 CALA9800417
INSPECTION FOUND CORROSION ON LEADING EDGE LOWER SPAR CAP ANGLE LOCATED ABOVE AND JUST OUTBOARD OF NR 3 ENGINE PYLON OUTBOARD SIDE. SECTION OF SACRIFICIAL DOUBLER WAS CUT OUT AND AREA WAS REPAIRED IAW DOUGLAS DRAWING 26752-6204.									
5720 CALA	68044 46903	DOUG DC1010				DOUBLER	CORRODED FRONT SPAR		3/12/98 CALA9800419
INSPECTION FOUND CORROSION ON RT WING LOWER LEADING EDGE SACRIFICIAL DOUBLER JUST INSIDE PANEL NR 617 AB FRONT SPAR AREA. THE CORROSION WAS REMOVED IAW SRM 51-21-01. THE CORRODED AREA WAS CUT OUT AND A REPAIR WAS INSTALLED IAW SRM 51-21-01 AND ECRA 5720-01643, FIGURE 2.									
5730 CALA	68044 46903	DOUG DC1010				SKIN	CORRODED WS 538		3/12/98 CALA9800416
INSPECTION FOUND RT WING LEADING EDGE LOWER SKIN CORRODED AT XORS 538. THE CORROSION WAS REMOVED. A DOUBLER WAS FABRICATED AND INSTALLED IAW SRM 57-10.									
7120 CALA	41068 47867	DOUG DC1030				BOLTS	LOOSE NR 3 ENGINE		3/12/98 CALA9800414
INSPECTION FOUND NR 3 ENGINE FORWARD ENGINE MOUNT TRUSS BOLTS LOOSE AT TRUSS TO PYLON BOX INTERSECTION LOWER SURFACE. THE BOLTS WERE RETORQUED IAW SERVICE BULLETIN A54-99.									
7200 CALA	68065 46590	DOUG DC1030	GE CF650C2			ENGINE	FIRE NR 2		3/8/98 CALA9800410
***** A FUEL SMELL WAS REPORTED IN THE COCKPIT AND CABIN DURING TAXI OUT. WHILE RETURNING TO THE GATE THE FIRE DEPARTMENT REPORTED FIRE COMING FROM THE NR 2 ENGINE. THE NR 2 ENGINE WAS SHUT DOWN. EMERGENCY EVACUATION SLIDES WERE DEPLOYED AND PASSENGERS EXITED THE AIRCRAFT VIA THE SLIDES. THE FIRE DEPARTMENT EXTINGUISHED THE ENGINE FIRE. THE L-3 DOOR SLIDE DID NOT FULLY DEPLOY. THE NR 2 ENGINE WILL BE REPLACED.									
8530	5831B 42100882	DOUG DC3C	PWA R183092			CYLINDER 116733CP	CRACKED LT ENG NR 3 CYL		3/5/98 98ZZZX1089
APPROXIMATELY 30 MINUTES AFTER DEPARTURE, FLIGHT CREW NOTICED OIL LEAK IN LEFT ENGINE. CREW DIVERTED BACK TO AWM. MAINTENANCE FOUND CYLINDER NR 13 HEAD SEPARATING FROM BARREL.									
2710 RRXA	8084U 45974	DOUG DC871F				CONTROLS	MALFUNCTIONED AILERONS		3/13/98 RRXA98069
***** IN FLIGHT THERE WAS A LARGE DEAD SPOT IN THE AILERONS IN THE CENTER/NEUTRAL POSITION. IN FLIGHT THE AIRPLANE ROLLS LEFT AND RIGHT. TO STOP OR CONTROL THE ROLL YOU HAVE TO DO A DUTCH ROLL TYPE OF MANUEVER TO CONTROL THE ROLL. INSPECTED CONTROL SURFACES, CABLES, PULLEYS, LINKAGES, ALL ATTACH FITTINGS. CHECKED CABLE TENSIONS, RAN AILERONS THROUGH MANY CYCLES. NO DEFECTS FOUND. OPS CK GOOD ON GRND. INSPECTED OPERATION OF FLT SPOILERS, ALLS OPS CK GOOD ON GRND. MAINTENANCE REQUESTED TEST FLIGHT. TEST FLIGHT SATISFACTORY.									
3233 IPXA	812UP 46112	DOUG DC873F				PIN 4771392501	CRACKED LT MLG ACT		3/8/98 UPS98826110
INSPECTION TYPE-N/A, NO LEFT GREEN GEAR DOWN LIGHT AND LOUD NOISE. CREW PERFORMED FLY-BY TO CONFIRM LT GEAR DOWN. FOUND GEAR RETRACT ACTUATOR PIN (LWR) SHEARED, IPC 32-10-05 FIG 10. ALSO, FWD/LWR DOWN LOCK LINK BROKEN IPC 32-30-01. REPLACED LOWER RETRACT CYL ATTACHMENT PIN. REPLACED FWD AND AFT LOWER DOWN LOCK LINKS PERFORMED GEAR SWING, ALL CHECKED OK.									
3260 CKSA	812CK 45890	DOUG DC861				SWITCH H2024B	MALFUNCTION RT MLG DOOR		3/8/98 CKSA98088
RT DOOR UNSAFE LIGHT AND DOORS NOT LATCHED LIGHT ON DURING FLIGHT, ALL OTHER INDICATIONS NORMAL. REMOVED AND REPLACED RT MAIN GEAR DOOR LIGHT SWITCH AND ADJUSTED STRIKER PLATE. OPS CHECKS GOOD ON GROUND AT THIS TIME.									

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3260 CKSA	812CK 45890	DOUG DC861				WARNING LIGHT	ILLUMINATED RT DOOR		3/7/98 CKSA98090
DURING FLIGHT, DOOR NOT LATCH LIGHT AND RT DOOR UNSAFE LIGHT CAME ON, ALL ELSE NORMAL.									
3260 RRXA	994CF 45956	DOUG DC862				CONNECTOR	FAILED LT MLG DN LOCK		3/11/98 RRXA98067
LEFT MAIN LANDING GEAR GREEN SAFE LIGHT WOULD NOT COME ON WHEN LANDING GEAR EXTENDED. REPLACED PLUG ON LEFT DOWN LOCK SWITCH, OP CHECKS GOOD.									
3260 RRXA	8087U 45977	DOUG DC871F				SWITCH	OUT OF ADJUST LT MLG		3/12/98 RRXA98068
ON FINAL APPROACH, LT MAIN GEAR LIGHTS DIDN'T COME ON. RECYCLED GEAR NO LIGHTS, REPLACED BULBS, STILL NO LIGHTS, RECYCLED GEAR NO LIGHTS, REPLACED BULBS A SECOND TIME AND LT MAIN GEAR LIGHTS WORKED. EMERGENCY EQUIPMENT STANDING BY. ON GROUND TEST OF OLD BULBS, CHECKS OK. REMOVED LT MLG DOWN LOCK SWITCH. CK'ED OK WITH OHM METER. ADJUSTED SWITCH POSITION AS RE-INSTALLED SAME SWITCH. CYCLED GEAR 3 TIMES PER M/M 32-60-0, OPS NOW NORMAL.									
3350 IPXA	812UP 46112	DOUG DC873F				BATTERY PACK 5708458503	DISCHARGED CABIN		3/14/98 UPS98826112
INSPECTION TYPE-WKD, DURING WEEKEND INSPECTION FOUND EMERGENCY LIGHTS DID NOT TEST. SWITCH WAS FOUND IN ON POSITION PRIOR TO TEST. REMOVED, REPLACED AND TESTS EMERGENCY LIGHT BATTERY PACK IAW MM 33-5 0-1. (P/N 5708458-503) ON, (P/N 60-1223-5) OFF, (S/N 404) OFF.									
3414 ARWA	661AV 45969	DOUG DC863F				O-RING	DAMAGED LT AIR SPEED IND		3/18/98 ARWA980305
AFTER T/O CAPTAIN AIRSPEED DECREASING AND ALTIMETER READING LOW, BOTH UNREALIABLE. FOUND DAMAGED O-RING ON STATIC SIDE OF CAPTAIN A/S INDICATOR. REMOVED AND REPLACED O-RING, OPS CK. SYSTEM OK IAW MM 34-12-0.									
5311 ABXA	814AX 46041	DOUG DC863F			DOUG	FRAME 5750143501	CRACKED BS 540		3/4/98 ABXA9800213
FUSELAGE TO FRAME 540 FORMER BETWEEN LONG 35R-36R IS CRACKED. REPAIRED IAW DC8 SRM 53-2-0.									
5311 IPXA	707UP 45907	DOUG DC871F				FRAME	CORRODED BS 1480		3/4/98 UPS98826115
INSPECTION TYPE-C, FS 1480 LWR FRAME CORRODED BEYOND LIMITS BETWEEN LONG 35R TO 36. REPAIRED IAW SRM 53-2-0.									
5311 IPXA	703UP 45939	DOUG DC871F				FRAME	CORRODED BS 150		1/27/98 UPS98826076
INSPECTION TYPE-D/CK, MAIN CABIN STA 150 AT RIGHT HAND CUSP, INSIDE R-1 DOOR, FRAME BOTTOM FWD CORNER CORRODED. REMOVED ANGLE, DRILLED UP REPAIR ANGLE IAW3 DC8 SRM 53-30 AND INSTALLED IAW DC8 SRM 51-1-20.									
5312 ABXA	814AX 46041	DOUG DC863F			DOUG	BULKHEAD WEB 56498927	CRACKED BS 857		3/4/98 ABXA9800204
FUSELAGE STA 857 LBL 16 THE MAIN LANDING GEAR FORWARD BULKHEAD WEB IS CRACKED AT THE ADF ANTENNA LEAD ACCESS PANEL. REPAIRED IAW DC8 SRM 51-3-0.									
5313 ABXA	814AX 46041	DOUG DC863F			DOUG	LONGERON 57501981	CRACKED BS 946		2/16/98 ABXA9800179
LONGERON 24L STATION 946 HAS A CRACK EXTENDING UNDER VERTICAL FITTING. REPAIRED IAW DC8 SRM 53-2-2.									
5313 ABXA	814AX 46041	DOUG DC863F			DOUG	LONGERON 57501981	CRACKED BS 960		2/19/98 ABXA9800184
LONGERON 24 HAS A CRACK EXTENDING UNDER VERTICAL FITTING ON TORQUE BOX, RIGHT WHEEL WELL AT STATION 960. REPAIRED IAW SRM 53-2-2, 51-1-20D AND 51-1-21.									

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5313 ABXA	814AX 46041	DOUG DC863F			DOUG	LONGERON 57501981	CRACKED BS 860		2/19/98 ABXA9800183
LONGERON 24L AT STATION 860 HAS CRACK. REPAIRED IAW SRM 53-2-2.									
5313 IPXA	707UP 45907	DOUG DC871F				LONGERON 5753744501	CRACKED BS 1280-1300		2/26/98 UPS98826091
INSPECTION TYPE:C F/S 1280-1300 STR 31L IS CRACKED BTWN 5 FASTENERS. REMOVED, FABRICATED, AND INSTALLED REPLACEMENT LONGERON IAW SRM 51-1-21 AND DWG 5753744.									
5313 IPXA	703UP 45939	DOUG DC871F				LONGERON	CORRODED BS 1610-1620		1/24/98 UPS98826079
INSPECTION TYPE-D/CK, AFT ACCESORY SECTION LONGERON CRACKED AND CORRODED STA 1610 TO 1620 AND LONG 24L. REMOVED SECTION OF LONGERON AND REPLACED WITH NEW IAW DC8 SRM 53-2-2 AND 51-1-20D, INSTALLED SKIN DOUBLER ON FUSELAGE IAW DC8 SRM 53-2-1 FIG 7.									
5320 ABXA	814AX 46041	DOUG DC863F			DOUG	FITTING 4613574	CRACKED BS 460-480		2/12/98 ABXA9800214
STATION 460 TO 480 STRINGER 35R SPLICE FITTING IS CRACKED. REPAIRED IAW DC8 SRM 51-1-20D AND DWG 4613574.									
5320 ABXA	814AX 46041	DOUG DC863F			DOUG	INTERCOSTAL 5610326216	CRACKED BS 520/540		2/26/98 ABXA9800207
INTERCOSTAL ATTACH ANGLE CRACKED AT STATION 520 AND STATION 540, RBL 10. REPAIRED IAW SRM 51-1-21, SRM 53-2-0, AND SRM 51-1-20.									
5320 ABXA	814AX 46041	DOUG DC863F			DOUG	FITTING 3759222IN	CRACKED BS 1260-1280		3/4/98 ABXA9800203
STATION 1260 TO 1280 STRINGER 36 SPLICE FITTING IS CRACKED. REPAIRED IAW DC8 SRM 51-1-20D.									
5320 IPXA	707UP 45907	DOUG DC871F				SPLICE 3750330505	CRACKED BS 440-460		2/25/98 UPS98826095
INSPECTION TYPE-C, FS 440 TO 460 STR 34L SPLICE FITTING IS CRACKED. REMOVED, FABRICATED AND REPLACED FITTING IAW SRM 51-1-20D.									
5320 IPXA	707UP 45907	DOUG DC871F				FITTING 3755843502N	CORRODED BS 1160		3/1/98 UPS98826113
INSPECTION TYPE-C, CORROSION BETWEEN BATHTUB FITTING AND SKIN AT STA 1160 BETWEEN STR 34R AND 35R. REMOVED AND REPLACED FITTING IAW SRM 51-1-20D.									
5320 IPXA	707UP 45907	DOUG DC871F				SHEAR TIE 37558422N	CORRODED BS 1161		2/26/98 UPS98826094
INSPECTION TYPE-C, FS 1161 BTWN STR 27L-28L SHEAR TIE FITTING HAS HEAVY CORROSION. REMOVED AND REPLACED FITTING IAW SRM 51-1-20D.									
5320 IPXA	707UP 45907	DOUG DC871F				SPLICE 37592582N	CRACKED BS 1260-1280		2/26/98 UPS98826116
INSPECTION TYPE-C, FS 1260 TO 1280 STR 35R SPLICE FITTING HAS 4 INCH CRACK. REMOVED, FABRICATED, AND REPLACED FITTING IAW SRM 51-1-20D AND DWG 3759258.									
5320 IPXA	707UP 45907	DOUG DC871F				FITTING 37508661	CRACKED BS 1766		3/4/98 UPS98826118
INSPECTION TYPE-C, BOTH TAIL SKID BACKUP FITTINGS CRACKED AT FS 1766. REMOVED, FABRICATED, AND REPLACED FITTINGS IAW SRM 51-3-0 AND DWG 3750866.									
5320 IPXA	707UP 45907	DOUG DC871F				FITTING 4641324N	CORRODED BS 1690		3/5/98 UPS98826092
INSPECTION TYPE:C F/S 1690 LONGERON 28L. LONGERON TO FRAME FITTING IS EXFOLIATED. REMOVED AND REPLACED FITTING IAW SRM 51-1-21.									

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5320 IPXA	707UP 45907	DOUG DC871F				SPLICE 4646163501	CORRODED BS 1350		2/27/98 UPS98826086
INSPECTION TYPE-C, AFT PIT FS 1350 LONG, 28L SPLICE FITTING CORRODED BEYOND LIMITS. REMOVED, FABRICATED AND INSTALLED REPLACEMENT FITTING IAW SRM 51-1-20D AND DWG 4646163.									
5320 IPXA	707UP 45907	DOUG DC871F				SPLICE 4646163501	CRACKED BS 1350		3/2/98 UPS98826085
INSPECTION TYPE-C, SPLICE FITTING AT LONG 24L FS 1350 CRACKED. REMOVED, FABRICATED AND INSTALLED REPLACEMENT IAW SRM 51-1-20D AND DWG 4646163.									
5320 IPXA	707UP 45907	DOUG DC871F				DOUBLER	CRACKED BS 640		3/2/98 UPS98826114
INSPECTION TYPE-C, FS 640 BETWEEN LONG 35R AND 35L INTERNAL DOUBLER IS CRACKED. REPAIRED IAW DHC SK-707-712.									
5320 IPXA	703UP 45939	DOUG DC871F				SPLICE	CORRODED BS 1320-1340		1/27/98 UPS98826080
INSPECTION TYPE-D/CK, UPPER CARGO SEAT TRACK REPAIR SPLICE CORRODED, MISSING STRAP OPEN HOLES AND 1 STRAP STA 1320 TO 1340 LBL 52. FABBED NEW STRAP, ALODINED, PRIMED AND INSTALLED IAW DC8 SRM 53-2-3 AND 51-1-8.									
5320 IPXA	703UP 45939	DOUG DC871F				FITTING	CRACKED BS 1685		1/23/98 UPS98826082
INSPECTION TYPE-D/CK, STA 1685 BATHTUB FITTING CRACKED AT LONGERON 26L. LOCATED AND DRILLED NEW FITTING IAW DC8 SRM 51-1-4, 51-1-20D. INSTALLED IAW DC8 SRM 51-3-0.									
5330 IPXA	707UP 45907	DOUG DC871F				SKIN 564932975N2	CORRODED BS 1690-1890		3/2/98 UPS98826117
INSPECTION TYPE-C, FS 1690 TO 1890 REMOVE AND REPLACE TAIL SKID LWR SKIN DUE TO CORROSION. REMOVED AND REPLACED SKIN IAW SRM 51-1-21.									
5330 IPXA	703UP 45939	DOUG DC871F				SKIN	TORN RT WING		1/20/98 UPS98826083
INSPECTION TYPE-D/CK, RIGHT WING TOP EXTERIOR SURFACE REAR SPAR AT NR 5 SPOILER SKIN IS TORN. CUT OUT DAMAGED SKIN AREA, FABRICATED FILLER AND DOUBLER IAW REO DC8 5720 7767 APPENDIX A AND INSTALLED IAW SRM 51-1-21.									
5347 IPXA	703UP 45939	DOUG DC871F				SEAT TRACK	CORRODED BS 1130-1140		1/26/98 UPS98826081
INSPECTION TYPE-D/CK, AFT 6 PIT FLOOR TRACK STA 1130 TO 1140 AT BL 45L CORRODED. REMOVED DAMAGED SECTION OF SEAT TRACK AND SPLICED NEW SECTION IN IAW DC8 SRM 53-2-3 AND 51-1-8.									
5347 IPXA	703UP 45939	DOUG DC871F				SEAT TRACK	CORRODED BS 1010-1030		1/27/98 UPS98826077
INSPECTION TYPE-D/CK, MAIN CARGO SEAT TRACK ALONG LEFT SIDE, STA 1010 TO 1030 CRACKED AND CORRODED. REMOVED TRACK STA 1010 TO 1090, FABBED AND INSTALLED NEW STICK IAW DC8 SRM 53-2-3.									
5347 IPXA	703UP 45939	DOUG DC871F				SEAT TRACK	CORRODED BS 1440		3/2/98 UPS98826078
INSPECTION TYPE-D/CK, SEAT TRACK F FUSELAGE STATION 1440 CORRODED. REMOVED SEAT TRACK SECTION FUSELAGE STATION 1430 TO 1450, CUT AND DRILLED NEW SECTION AND INSTALLED SECTION IAW DC8 SRM 51-1-8, 51-3-0, 53-1-2 AND EO DC8 5320 5167.									
5347 CKSA	6161C 45856	DOUG DC8F55				SEAT TRACK	DAMAGED BS 660		2/17/98 CKSA98089
DURING NON-ROUTINE MAINTENANCE FOUND, CENTER SEAT TRACK IN MAIN CARGO REQUIRES SPLICE AT FS 660. REMOVED AND REPLACED CENTER SEAT TRACK IAW DC8 SRM 53-2-3. NON-ROUTINE ITEM NUMBER 30.									

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5712 ABXA	814AX 46041	DOUG DC863F			DOUG	RIB 576947110	CRACKED WS 735		2/19/98 ABXA9800175
RIGHT WING LEADING EDGE RIB AT STATION XFS 735.0 IS CRACKED AT THE AFT UPPER END. REPAIRED IAW DWG K05056-7001 AND DC8 SRM 51-1-8 AND 51-1-20D.									
5712 ABXA	814AX 46041	DOUG DC863F			DOUG	RIB 576947112	CRACKED WS 741.25		2/19/98 ABXA9800176
RIGHT WING LEADING EDGE RIB AT STATION XFS 741.25 IS CRACKED AT THE AFT UPPER END. REPAIRED IAW DWG K05056-7001 AND DC8 SRM 51-1-8 AND 51-1-20D.									
5712 ABXA	814AX 46041	DOUG DC863F			DOUG	RIB 5769589	CRACKED WS 410.25		2/17/98 ABXA9800177
RIGHT WING LEADING EDGE RIB AT STATION XFS 410.25 IS CRACKED AT THE AFT UPPER END. REPAIRED IAW DC8 SRM 57-2-0.									
5712 ABXA	814AX 46041	DOUG DC863F			DOUG	RIB 5770038	CRACKED RT WING		2/20/98 ABXA9800182
RIGHT WING LEADING EDGE RIB UPPER ARM CRACKED 7TH RIB INBOARD FROM OUTBOARD EDGE OF OUTBOARD SLOT. REPAIRED IAW SRM 57-20 AND DWG K05056.									
5712 ABXA	814AX 46041	DOUG DC863F			DOUG	RIB 576946916	CRACKED WS 610		2/19/98 ABXA9800185
RIGHT WING LEADING EDGE RIB AT STATION XFS 610.0 IS CRACKED AT THE AFT UPPER END. REPAIRED IAW SRM 57-2-0, 51-1-8 AND 51-1-21.									
5712 ABXA	814AX 46041	DOUG DC863F			DOUG	RIB 576947140	CRACKED WS 772.5		2/19/98 ABXA9800186
RIGHT WING LEADING EDGE RIB AT STATION XFS 772.50 IS CRACKED AT THE AFT UPPER END. REPAIRED IAW SRM 57-2-0, 51-1-8 AND 51-1-21.									
5712 ABXA	814AX 46041	DOUG DC863F			DOUG	RIB 576947037	CRACKED WS 862.5		2/19/98 ABXA9800188
LEFT WING LEADING EDGE RIB AT STATION XFS 826.5 IS CRACKED AT THE AFT UPPER END. REPAIRED IAW DWG K05056-7001 AND SRM 51-1-8 AND 51-1-20D.									
5712 ABXA	814AX 46041	DOUG DC863F			DOUG	RIB 576947035	CRACKED WS 820.25		2/19/98 ABXA9800189
LEFT WING LEADING EDGE RIB AT STATION XFS 820.25 IS CRACKED AT THE AFT UPPER END. REPAIRED IAW DWG K05056-7001 AND SRM 51-1-8 AND 51-1-20D.									
5712 ABXA	814AX 46041	DOUG DC863F			DOUG	RIB 57694716	CRACKED WS 722.5		2/19/98 ABXA9800190
RIGHT WING LEADING EDGE RIB AT STATION XFS 722.5 IS CRACKED AT THE AFT UPPER END. REPAIRED IAW DWG K05056-7001 AND SRM 51-1-8 AND 51-1-20D.									
5712 ABXA	814AX 46041	DOUG DC863F			DOUG	RIB 576946635	CRACKED WS 272.5		2/19/98 ABXA9800173
LEFT WING LEADING EDGE UPPER RIB CRACKED AT AFT END AT XFS 272.5. REPAIRED IAW DWG K05056 AND DC8 SRM 51-1-20D.									
5712 ABXA	814AX 46041	DOUG DC863F			DOUG	RIB 576947136	CRACKED WS 822.5		2/19/98 ABXA9800172
RIGHT WING LEADING EDGE RIB AT STATION XFS 822.5 IS CRACKED AT THE AFT UPPER END. REPAIRED IAW DWG K05056-7001 AND DC8 SRM 51-1-8 AND 51-1-20D.									
5712 ABXA	814AX 46041	DOUG DC863F			DOUG	RIB 576947121	CRACKED WS 772.5		2/19/98 ABXA9800187
LEFT WING LEADING EDGE RIB AT STATION XFS 7725 IS CRACKED AT THE AFT LOWER END. REPAIRED IAW DWG K05056-7001 AND SRM 51-1-8 AND 51-1-20D.									

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5712 ABXA	814AX 46041	DOUG DC863F			DOUG	RIB 576946646	CRACKED WS 703.75		2/14/98 ABXA9800164
RIGHT WING LEADING EDGE RIB AT STATION XFS 703.75 IS CRACKED AT THE AFT UPPER END. REPAIRED IAW DWG K05056-7001 AND DC8 SRM 51-1-8.									
5712 ABXA	814AX 46041	DOUG DC863F			DOUG	RIB 57694666	CRACKED WS 566.25		2/14/98 ABXA9800160
RIGHT WING LEADING EDGE RIB AT STATION XFS 566.25 CRACKED AT AFT UPPER END. REPAIRED IAW DWG K05056-7001 AND DC8 SRM 51-1-8.									
5712 ABXA	814AX 46041	DOUG DC863F			DOUG	RIB 57694666	CRACKED WS 578.75		2/14/98 ABXA9800161
RIGHT WING LEADING EDGE RIB AT STATION XFS 578.75 CRACKED AT AFT UPPER END. REPAIRED IAW DWG K05056-7001 AND DC8 SRM 51-1-8.									
5712 ABXA	814AX 46041	DOUG DC863F			DOUG	RIB 5770138	CRACKED WS 201.25		2/18/98 ABXA9800209
RIGHT WING LEADING EDGE RIB CRACKED AT STA 201.25. REPAIRED IAW DC8 SRM 51-1-20D AND DWG K 0506.									
5712 ABXA	814AX 46041	DOUG DC863F			DOUG	RIB 576947024	CRACKED WS 760		2/18/98 ABXA9800208
RIGHT WING LEADING EDGE RIB CRACKED AT STA XFS 760. REPAIRED IAW DC8 SRM 51-1-20D AND DWG K0506.									
5712 ABXA	814AX 46041	DOUG DC863F			DOUG	RIB 576947140	CRACKED WS 828.75		2/19/98 ABXA9800174
RIGHT WING LEADING EDGE RIB AT STATION XFS 828.75 IS CRACKED AT THE AFT LOWER END. REPAIRED IAW DWG K05056-7001 AND DC8 SRM 51-1-8 AND 51-1-20D.									
5712 ABXA	814AX 46041	DOUG DC863F			DOUG	RIB 576947033	CRACKED WS 814		2/18/98 ABXA9800210
LEFT WING LEADING EDGE RIB CRACKED AT STA XFS 814. REPAIRED IAW DC8 SRM 51-1-20D AND DWG K 0506.									
5712 ABXA	814AX 46041	DOUG DC863F			DOUG	RIB 576946644	CRACKED WS 454.976		2/16/98 ABXA9800178
RIGHT WING LEADING EDGE RIB AT STATION XFS 454.976 IS CRACKED AT THE AFT UPPER END. REPAIRED IAW DC8 SRM 57-31-1.									
5712 ABXA	814AX 46041	DOUG DC863F			DOUG	RIB 576946642	CRACKED WS 691.25		2/14/98 ABXA9800165
RIGHT WING LEADING EDGE RIB AT STATION XFS 691.25 IS CRACKED AT AFT UPPER END. REPAIRED IAW DWG 05056-7001 AND DC8 SRM 51-1-8.									
5712 ABXA	814AX 46041	DOUG DC863F			DOUG	RIB 576947048	CRACKED WS 853.75		2/8/98 ABXA9800166
RIGHT WING LEADING EDGE RIB AT STATION 853.75 CRACKED AT UPPER END. REPAIRED IAW DWG K05056-7001 AND DC8 SRM 51-1-8.									
5712 ABXA	814AX 46041	DOUG DC863F			DOUG	RIB 576947040	CRACKED WS 828.75		2/14/98 ABXA9800167
RIGHT WING LEADING EDGE RIB AT STATION XFS 828.75 CRACKED AT UPPER END. REPAIRED IAW DWG K05056-7001 AND DC8 SRM 51-1-8.									
5712 ABXA	814AX 46041	DOUG DC863F			DOUG	RIB 576947020	CRACKED WS 766.25		2/19/98 ABXA9800171
RIGHT WING LEADING EDGE RIB AT STATION XFS 766.25 IS CRACKED AT THE AFT UPPER END. REPAIRED IAW DWG K05056-7001 AND DC8 SRM 51-1-8 AND 51-1-20D.									

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5712 ABXA	814AX 46041	DOUG DC863F			DOUG	RIB 57694707	CRACKED WS 728.75		2/18/98 ABXA9800212
LEFT WING LEADING EDGE RIB CRACKED AT STA XFS 728.75. REPAIRED IAW DC8 SRM 51-1-20D AND DWG K 0506.									
5712 ABXA	814AX 46041	DOUG DC863F			DOUG	RIB 576947011	CRACKED WS 741.25		2/18/98 ABXA9800206
LEFT WING LEADING EDGE RIB CRACKED AT STA XFS 741.25. REPAIRED IAW ABX DRAWING K0506 AND SRM 51-1-20D.									
5712 ABXA	814AX 46041	DOUG DC863F			DOUG	RIB 576947042	CRACKED WS 835		2/14/98 ABXA9800168
RIGHT WING LEADING EDGE RIB CRACKED AT UPPER END STATION XFS 835.0. REPAIRED IAW DWG K05056-7001 AND DC8 SRM 51-1-8.									
5712 ABXA	814AX 46041	DOUG DC863F			DOUG	RIB 576947054	CRACKED WS 697		2/25/98 ABXA9800211
RIGHT WING LEADING EDGE RIB CRACKED AT STA XFS 697. REPAIRED IAW DC8 SRM 51-1-20D AND DWG K 0506.									
5712 ABXA	814AX 46041	DOUG DC863F			DOUG	RIB 576946644	CRACKED WS 697.5		2/14/98 ABXA9800162
RIGHT WING LEADING EDGE RIB AT STATION XFS 697.5 CRACKED AT UPPER AFT END. REPAIRED IAW DWG K05056-7001 AND DC8 SRM 51-1-8.									
5712 IPXA	813UP 46059	DOUG DC873F				RIB	CRACKED WS 672		3/10/98 UPS98826090
INSPECTION TYPE:C RT WING L/E RIB (UPPER) AT STA XFS672.00 IS CRACKED AT THE AFT END. STOP DRILLED CRACK AND REPAIRED IAW SRM 57-2-0 FIG.2.									
5712 IPXA	813UP 46059	DOUG DC873F				RIB	CRACKED WS 747.5		3/10/98 UPS98826104
INSPECTION TYPE-C, LT WING L/E RIB UPPER ARM IS CRACKED BY THE AFT FASTENER AT STA XFS.747.500. STOP DRILLED CRACK AND REPAIRED IAW SRM 57-2-0 FIG 2.									
5712 IPXA	813UP 46059	DOUG DC873F				RIB	CRACKED WS 616.25		3/10/98 UPS98826105
INSPECTION TYPE-C, LT WING L/E RIB LWR ARM IS CRACKED BY THE AFT FASTENER AT STA XFS.616.250. STOP DRILLED CRACK AND REPAIRED IAW SRM 57-2-0 FIG 2.									
5712 IPXA	813UP 46059	DOUG DC873F				RIB	CRACKED WS 693		3/10/98 UPS98826088
INSPECTION TYPE:C RT WING L/E RIB AT STA. XFS693.00 IS CRACKED ON THE UPPER AFT END. STOP DRILLED CRACK AND REPAIRED IAW SRM 57-2-0 FIG.2.									
5712 IPXA	813UP 46059	DOUG DC873F				RIB	CRACKED WS 629		3/10/98 UPS98826089
INSPECTION TYPE:C RT WING L/E UPPER RIB AT STA XFS629.00 IS CRACKED AT THE AFT END. STOP DRILLED CRACK AND REPAIRED IAW SRM 57-2-0 FIG 2.									
5712 IPXA	813UP 46059	DOUG DC873F				RIB	CRACKED WS 622.5		3/10/98 UPS98826100
INSPECTION TYPE-C, LT WING L/E RIB LWR ARM IS CRACKED AT THE AFT FASTENER AT STA XFS.622.500. STOP DRILLED CRACK AND REPAIRED IAW SRM 57-2-0 FIG 2.									
5712 IPXA	813UP 46059	DOUG DC873F				RIB	CRACKED WS 785		3/10/98 UPS98826101
INSPECTION TYPE-C, LT WING L/E RIB LWR ARM IS CRACKED BY THE AFT FASTENER AT STA XFS.785.00. STOP DRILLED CRACK AND REPAIRED IAW SRM 57-2-0 FIG 2.									

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5712 IPXA	813UP 46059	DOUG DC873F				RIB	CRACKED WS 378		3/12/98 UPS98826096
INSPECTION TYPE-C, LT WING L/E RIB UPPER ARM IS CRACKED BY THE AFT FASTENER AT STA XFS 378.00. STOP DRILLED CRACK AND REPAIRED IAW SRM 57-2-0 FIG 2.									
5712 IPXA	813UP 46059	DOUG DC873F				RIB	CRACKED WS 791.25		3/10/98 UPS98826107
INSPECTION TYPE-C, LT WING L/E RIB LWR ARM IS CRACKED BY THE AFT FASTENER AT STA XFS.791.250. STOP DRILLED CRACK AND REPAIRED IAW SRM 57-2-0 FIG 2.									
5712 IPXA	813UP 46059	DOUG DC873F				RIB	CRACKED WS 778.75		3/10/98 UPS98826102
INSPECTION TYPE-C, LT WING L/E RIB LWR ARM IS CRACKED BY THE AFT FASTENER AT STA XFS.778.750. STOP DRILLED CRACK AND REPAIRED IAW SRM 57-2-0 FIG 2.									
5712 IPXA	813UP 46059	DOUG DC873F				RIB	CRACKED WS 772.5		3/10/98 UPS98826099
INSPECTION TYPE-C, LT WING L/E RIB LWR ARM IS CRACKED BY THE AFT FASTENER AT STA XFS.772.500. STOP DRILLED CRACK AND REPAIRED IAW SRM 57-2-0 FIG 2.									
5712 IPXA	813UP 46059	DOUG DC873F				RIB	CRACKED WS 653.75		3/10/98 UPS98826106
INSPECTION TYPE-C, LT WING L/E RIB LWR ARM IS CRACKED BY THE AFT FASTENER AT STA XFS.653.750. STOP DRILLED CRACK AND REPAIRED IAW SRM 57-2-0 FIG 2.									
5712 IPXA	813UP 46059	DOUG DC873F				RIB	CRACKED WS 822.5		3/10/98 UPS98826103
INSPECTION TYPE-C, LT WING L/E RIB LWR ARM IS CRACKED BY THE AFT FASTENER AT STA XFS.822.500. STOP DRILLED CRACK AND REPAIRED IAW SRM 57-2-0 FIG 2.									
5712 IPXA	813UP 46059	DOUG DC873F				RIB	CRACKED WS 828.75		3/12/98 UPS98826098
INSPECTION TYPE-C, LT WING L/E RIB LWR ARM IS CRACKED BY THE AFT FASTENER AT STA XFS.828.750. STOP DRILLED CRACK AND REPAIRED IAW SRM 57-2-0 FIG 2.									
5720 ABXA	814AX 46041	DOUG DC863F			DOUG	ANGLE 56139018	CRACKED RT WING		2/15/98 ABXA9800180
RIGHT WING INBOARD LEADING EDGE AT THE WING ROOT UPPER AFT CORNER, THE ATTACH ANGLE IS CRACKED. REPAIRED ANGLE IAW DWG 5613901 AND DC8 SRM 51-1-8.									
5720 ABXA	814AX 46041	DOUG DC863F			DOUG	ANGLE 56139017	CRACKED LT WING		2/15/98 ABXA9800169
LEFT WING LEADING EDGE INBOARD END, UPPER CORNER OF THE AFT LEADING EDGE ATTACH ANGLE IS CRACKED. REPAIRED ANGLE IAW DWG 5613901 AND DC8 SRM 51-1-8.									
5720 ABXA	814AX 46041	DOUG DC863F			DOUG	FITTING 5769857613	BROKEN LT WING		3/4/98 ABXA9800205
LEADING EDGE OUTBOARD INTERNAL STRUCTURE FITTING BROKEN BETWEEN NR 1 AND NR 2 PYLON. REPAIRED IAW DC8 SRM 51-1-20D.									
5720 ABXA	814AX 46041	DOUG DC863F			DOUG	SUPPORT 5769859125	CRACKED NR 2 STUB WING		2/22/98 ABXA9800181
NR 2 STUB WING INBOARD SUPPORT LEG CRACKED. REPAIRED IAW DWG 5769859 AND SRM 51-1-29.									
5720 IPXA	813UP 46059	DOUG DC873F				CLIP 576958975	CRACKED WS 6.225		3/10/98 UPS98826108
INSPECTION TYPE-C, LT WING L/E RIB IS CRACKED AT STA XOLDI6.225. REMOVED FABRICATED AND REPLACED CLIP IAW DWG 5769589.									

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5730 IPXA	813UP 46059	DOUG DC873F				SKIN	CRACKED WS 74.8		3/7/98 UPS98826097
INSPECTION TYPE-C, RT WING TOP AT STA XRS.74.5 AND WING STRINGER 9, THE SKIN IS CRACKED IN 2 PLACES. CUT OUT DAMAGED AREA AND REPAIRED IAW SRM 57-2-1 FIG 10.									
7110 IXXA	828BX 45993	DOUG DC871F	GE CFM562C1			COWL	DAMAGED LT ENGINE	31700 3672	3/12/98 IXXA9800017
DURING LANDING, THE NUMBER ONE ENGINE SUSTAINED A GROUND STRIKE WITH MINOR DAMAGE TO THE FORWARD FAN COWLINGS, DRAIN MAST AND THE ACCESSORY GEARBOX COVER. A MANUFACTURER SUPPORT TEAM WAS CALLED IN TO PERFORM AN ENGINE BORESCOPE AND GEARBOX FPI INSPECTION, WHICH REVEALED NO DISCREPANCIES. A MAX POWER ASSURANCE CHECK WAS ACCOMPLISHED. RECOMMENDED CHIP DETECTOR INSPECTION EVERY FIFTY HOURS FOR THE NEXT TWO HUNDRED HOURS WAS SCHEDULED. THE AIRCRAFT IS WILL RETURN TO SERVICE FOLLOWING FAN COWL REPLACEMENT.									
2560 MWEA	900ME 45841	DOUG DC915				LANYARD	FRAYED GALLEY DOOR		3/11/98 MWEA98337
GALLEY SERVICE DOOR EVACUATION SLIDE GIRT BAR LANYARD FRAYED. FABRICATED AND INSTALLED GIRT BAR LANYARD.									
2565 NWAA	962N 47406	DOUG DC931				SLIDE 113317	FAILED PAX DOOR	5033 2559	3/12/98 9804379912
DURING PERIODIC CHECK, FOUND MAIN CABIN DOOR EVACUATION SLIDE BATTERY LOW. REPLACED SLIDE.									
2565 NWAA	943N 47647	DOUG DC932				SLIDE 13621228	LOW PRESSURE TAIL CONE	39306 1757	3/13/98 9804389921
DURNG MAINTENANCE INSPECTION, FOUND TAIL CONE EVACUATION SLIDE BOTTLE LOW ON PRESSURE. REPLACED SLIDE.									
2565 AALA	469AA 49599	DOUG DC982				SLIDE D29984119	DEFECTIVE TAILCONE		2/2/98 AALA980237
ORD - DURING OVERNIGHT MAINTENANCE CHECK, FOUND TAIL CONE EVACUATION SLIDE PRESSURE INDICATOR IN THE RED BAND. REPLACED TAIL CONE EVACUATION SLIDE. SYSTEM GROUND CHECKED NORMAL OPERATION. (M)									
2923 ASAA	943AS 53018	DOUG DC983			VICKERS	HYDRAULIC PUMP 414470	FAILED RT MLG WW	16443 8698	2/20/98 ASAA9880030
SEA - FLT 570 - PRIOR TO DEPARTURE, CREW REPORTED ODOR AND FUMES IN CABIN. FOUND AUXILIARY HYDRAULIC PUMP LEAKING. REPLACED AUXILIARY HYDRAULIC PUMP, REPLACED RECIRCULATION FAN FILTER, CLEANED LOWER FUSELAGE AND ACCOMPLISHED PNEUMATIC DUCT BURN-OUT PROCEDURE. OPERATED AIR CONDITIONING SYSTEM AND NO ODOR NOTED. PART TC: 9,569. (X)									
3222 NWAA	931MC 48057	DOUG DC982				STRUT	CONTAMINATED NLG		3/10/98 9804139304
AIRCRAFT FAILED TO SHIFT FROM GROUND MODE TO FLIGHT MODE AFTER TAKEOFF. FLIGHT WAS RETURNED TO MCI AND LANDED WITHOUT INCIDENT. MAINTENANCE CONFIRMED CONTAMINATION OF ICE CRYSTALS IN NOSE STRUT FLUID. HEATED AND RESERVICED STRUT TO PROPER LEVELS, OPERATIONAL CHECK NORMAL.									
3222 AALA	581AA 53158	DOUG DC982				STRUT	REQ'D SERVICING NLG		2/5/98 AALA980257
ORD - FLT 267 - ON TAKEOFF ORD, NOSE GEAR FAILED TO RETRACT. AIRCRAFT RETURNED TO ORD AND LANDED WITHOUT INCIDENT. SERVICED STRUT, LUBRICATED GEAR. ACCOMPLISHED GEAR RETRACTION CHECK SEVERAL CYCLED WITH NO DEFECTS, COULD NOT DUPLICATE. SYSTEM GROUND CHECKED NORMAL OPERATION. (M)									
3230 NWAA	1332U 47404	DOUG DC931				LATCH MECHANISM	LACK OF LUBE LT MLG DOOR		3/5/98 9804029935
LEFT MAIN LANDING GEAR UNSAFE LIGHT REMAINED ON AFTER GEAR RETRACTION. CREW PERFORMED UPLATCH CHECK AND GEAR DOOR OPEN LIGHT ILLUMINATED. FLIGHT WAS RETURNED TO MSP AND LANDED WITHOUT INCIDENT. MAINTENANCE CLEANED AND LUBED LEFT MAIN GEAR DOOR LATCH MECHANISM AND UPPER DOOR SEQUENCE CABLE. OPERATIONAL CHECK NORMAL ON GEAR SWING. AIRCRAFT RETURNED TO SERVICE.									

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3230 NWAA	763NC 47716	DOUG DC951				RETRACT MECH	MALFUNCTIONED LANDING GEAR		3/8/98 9804149854
DURING APPROACH, LANDING GEAR HANDLE WOULD NOT COME DOWN FOR GEAR EXTENSION. EMERGENCY GEAR EXTENSION PROCEDURES WERE UTILIZED AND AIRCRAFT LANDED WITHOUT INCIDENT. MAINTENANCE OPERATED GEAR THROUGH SEVERAL CYCLES. DISCREPANCY COULD NOT BE DUPLICATED. ADJUSTED GEAR DOOR SENSOR. ALSO, REPAIRED MAIN GEAR DOORS DUE TO DAMAGE INCURRED ON LANDING.									
3231 VJ6A	914VV 47486	DOUG DC932				DOOR LINKAGE 5910086501	OUT OF ADJUST NLG		3/11/98 VJ9800042
AFTER GEAR RETRACTION, EXPERIENCED VIBRATION AND CREW ELECTED AS A PRECAUTIONARY MEASURE TO RETURN TO MAINTENANCE BASE. UPON LANDING DETERMINED THAT LEFT NOSE LANDING GEAR DOOR WAS NOT FULLY CLOSED. ADJUSTED LT NOSE GEAR DOOR LINK ROD ASSEMBLY; OPS CHECKED GOOD IAW MM32-22-01. RETRACTION TEST PERFORMED SATISFACTORILY.									
3231 NWAA	763NC 47716	DOUG DC951				MECHANISM 591078387	OUT OF ADJUST LT MLG DOOR	7528	3/11/98 9804299854
LEFT MAIN LANDING GEAR UNSAFE LIGHT REMAINED ON AFTER GEAR RETRACTION. FLIGHT WAS RETURNED TO MSP AND LANDED WITHOUT INCIDENT. MAINTENANCE REPLACED AND RIGGED LEFT MAIN GEAR DOOR, OPERATIONAL CHECK NORMAL.									
3240 NWAA	8978E 47327	DOUG DC931				CHECK VALVE	FAILED LT BRAKE		3/10/98 9804359995
BRAKES LOCKED UP DURING TAXI. MAINTENANCE REPLACED CHECK VALVE AT LEFT BRAKE CONTROL VALVE, OPERATIONAL CHECK NORMAL.									
3260 NWAA	611NA 47435	DOUG DC932				RETRACT MECH	LACK OF LUBE LANDING GEAR		3/12/98 9804289611
DURING CLIMBOUT, THE RIGHT MAIN LANDING GEAR AND NOSE GEAR UNSAFE LIGHTS REMAINED ON AFTER GEAR RETRACTION. CREW RECYCLED GEAR WITH SAME RESULTS. FLIGHT WAS CONTINUED TO DESTINATION AND LANDED WITHOUT INCIDENT. MAINTENANCE PERFORMED OPERATION OF ALL GEARS. DISCREPANCY COULD NOT BE DUPLICATED. LUBRICATED ALL MAIN GEAR PIVOT POINTS AS A PRECAUTION.									
3260 AALA	564AA 49346	DOUG DC983				SENSOR D128	DEFECTIVE LT MLG		2/9/98 AALA980280
SFO - FLT 1041 - DURING APPROACH SFO, GEAR WAS EXTENDED AND THE LEFT MAIN GEAR INDICATED IT WAS NOT DOWN AND LOCKED. CREW ACCOMPLISHED ALTERNATE GEAR EXTENSION AND LANDED SFO WITHOUT FURTHER INCIDENT. AIRCRAFT GEAR WAS PINNED AND THE AIRCRAFT WAS TOWED TO THE GATE. MAINTENANCE PERFORMED A BITE CHECK OF THE PROXIMITY BOX WITH NO FAULTS NOTED. AS A PRECAUTIONARY, THE LEFT DOWN LOCK SENSOR WAS CHANGED AND THE GEAR OPERATED NORMALLY WHEN CYCLED SEVERAL TIMES. SYSTEM GROUND CHECKED NORMAL OPERATION. (M)									
3350 NWAA	8921E 45836	DOUG DC931				WIRES	PINCHED CABIN		3/11/98 9804239928
DURING LINE MAINTENANCE INSPECTION, FOUND FORWARD CABIN FLOOR PROXIMITY EMERGENCY LIGHTS AND LIGHTS AT GALLEY DOOR REMAINING ON WITH SWITCH IN OFF POSITION. FOUND WIRES PINCHED AT SEAT 3C. REPAIRED WIRES AND REPOSITIONED. ALSO, REPLACED POWER SUPPLY, OPERATIONAL CHECK NORMAL.									
3350 NWAA	8921E 45836	DOUG DC931				BATTERIES	DISCHARGED CABIN		3/10/98 9804199928
FLOOR PROXIMITY EMERGENCY LIGHTS IN FORWARD CABIN AND AT GALLEY DOOR ILLUMINATED IN FLIGHT AND WOULD NOT EXTINGUISH. REPLACED BATTERIES AT GALLEY DOOR EXIT SIGN, OPERATIONAL CHECK NORMAL.									
3350 NWAA	8921E 45836	DOUG DC931				POWER SUPPLY	INOPERATIVE CABIN		3/10/98 9804209928
DURING LINE MAINTENANCE INSPECTION, FOUND EMERGENCY LIGHTS AT RIGHT GALLEY AND FORWARD CABIN SEAT TRACK INOPERATIVE. REPLACED POWER SUPPLY AND BATTERIES, OPERATIONAL CHECK NORMAL.									

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3350 NWAA	8921E 45836	DOUG DC931				POWER SUPPLY BA50661001	DISCHARGED CABIN		3/10/98 9804189928
FLOOR PROXIMITY EMERGENCY LIGHTS IN FORWARD CABIN AND AT GALLEY DOOR ILLUMINATED AND WOULD NOT EXTINGUISH. REPLACED POWER SUPPLY AND LIGHT ASSEMBLY AT FORWARD GALLEY DOOR, OPERATIONAL CHECK NORMAL.									
3350 NWAA	8957E 47215	DOUG DC931				BATTERY PACK	DISCHARGED CABIN		3/13/98 9804319991
DURING LINE MAINTENANCE INSPECTION, FOUND FLASHLIGHT AT FORWARD FLIGHT ATTENDANT JUMPSEAT INOPERATIVE. REPLACED BATTERY PACK, OPERATIONAL CHECK NORMAL.									
3350 NWAA	1332U 47404	DOUG DC931				BATTERY PACK	DISCHARGED CABIN		3/14/98 9804309935
DURING LINE MAINTENANCE INSPECTION, FOUND EMERGENCY LIGHTS AT AFT FLIGHT ATTENDANT JUMPSEAT AND AT CATWALK SIDEWALLS INOPERATIVE. REPLACED BATTERY PACK AND POWER SUPPLY, OPERATIONAL CHECK NORMAL.									
3350 TWAA	984Z 47412	DOUG DC931				CONNECTORS	WET CABIN		2/25/98 TWAA9802801
STL - DURING OVERNIGHT MAINTENANCE, THE FIRST CLASS SECTION OF THE EGRESS LIGHTS WERE FOUND INOPERATIVE. DRIED ALL MOISTURE ON LAMP CONNECTORS AND IN TRACKS. CHECK-C 12-13-97 AT STL. (X)									
3350 TWAA	922L 47108	DOUG DC932				POWER SUPPLY 58222	INOPERATIVE CABIN		3/3/98 TWAA9803101
STL - FLT 625 - AFT CABIN EGRESS LIGHTS AND TAIL CONE EXIT LIGHTS WERE BLINKING ON AND OFF IN DESCENT. REPLACED POWER SUPPLY FOR AFT CABIN EGRESS LIGHT SYSTEM. CHECK-C 11-15-97 MCI. (X)									
3350 NWAA	615NW 47129	DOUG DC932				BATTERIES	DISCHARGED CABIN		3/14/98 9804349615
DURING LINE MAINTENANCE INSPECTION, FOUND BOTH FORWARD FLIGHT ATTENDANT EMERGENCY FLASHLIGHTS INOPERATIVE. REPLACED BATTERIES, OPERATIONAL CHECK NORMAL.									
3350 NWAA	607NW 47232	DOUG DC932				BATTERY PACK	DISCHARGED CABIN		3/11/98 9804159607
DURING LINE MAINTENANCE INSPECTION, FOUND FORWARD ATTENDANT UPPER EMERGENCY FLASHLIGHT INOPERATIVE. REPLACED BATTERY PACK, OPERATIONAL CHECK NORMAL.									
3350 NWAA	608NW 47233	DOUG DC932				CONNECTION	LOOSE CABIN		3/13/98 9804339608
DURING PERIODIC CHECK, FOUND EMERGNECY LIGHTS BETWEEN ROWS 11 THRU 13 INOPERATIVE. TIGHTENED CONNECTION UNDER SEATS, OPERATIONAL CHECK NORMAL.									
3350 NWAA	608NW 47233	DOUG DC932				BATTERY PACK	DISCHARGED CABIN		3/14/98 9804329608
DURING LINE MAINTENANCE INSPECTION, FOUND EMERGENCY ESCAPE PATH LIGHTS BETWEEN ROWS 11 THRU 13 INOPERATIVE. REPLACED BATTERY PACK, OPERATIONAL CHECK NORMAL.									
3350 HALA	669HA 47654	DOUG DC951				CABLE	BROKEN CABIN		2/12/98 HALA9800044
ITO - FLT 361 - LOG PAGE NR A137957 - EMERGENCY FLOOR LIGHT WIRE IS BROKEN ROW 23 EDF. REPLACED BROKEN RIBBON CABLE. OPS CHECK OKAY. (X)									

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3350 HALA	669HA 47654	DOUG DC951				BATTERIES 60030431	DISCHARGED CABIN		2/14/98 HALA9800046
HNL - FLT 533 - LOG PAGE NR A137965 - WITH EMERGENCY LIGHT SWITCH ON, ONE SECTION OF CABIN OVERHEAD LIGHTS DOES NOT ILLUMINATE. REMOVED AND REPLACED THE FORWARD EMERGENCY LIGHT BATTERIES. THE OPERATIONAL CHECK WAS GOOD. (X)									
3350 NWAA	760NC 47708	DOUG DC951				FUSE	BLOWN CABIN		3/10/98 9804169851
EMERGENCY LIGHTS AT OVERWING EXITS INOPERATIVE. REPLACED BLOWN FUSE AT GALLEY DOOR, OPERATIONAL CHECK NORMAL.									
3350 NWAA	760NC 47708	DOUG DC951				FUSE	BLOWN CABIN		3/11/98 9804229851
DURING PERIODIC CHECK, FOUND EMERGENCY LIGHTS AT GALLEY, FORWARD CABIN AND AT GALLEY SERVICE DOOR EXIT SIGN INOPERATIVE. REPLACED FUSE, OPERATIONAL CHECK NORMAL.									
3350 HALA	661HA 47796	DOUG DC951				BATTERIES 41B004A07G3	DISCHARGED CABIN		2/16/98 HALA9800047
HNL - LOG PAGE NR A136850 - CAPTAIN'S OVERHEAD EMERGENCY LIGHT IS INOPERATIVE. REMOVED AND REPLACED THE BATTERIES AND THE OPERATIONAL CHECK WAS OK. (X)									
3350 NWAA	778NC 48100	DOUG DC951				POWER SUPPLY	INOPERATIVE CABIN		3/10/98 9804179869
DURING LINE MAINTENANCE INSPECTION, FOUND OVERHEAD EMERGENCY LIGHTS AT ROWS 10 AND 14 INOPERATIVE. REPAIRED BATTERY CONTACT AT POWER SUPPLY, OPERATIONAL CHECK NORMAL.									
3350 NWAA	301RC 48054	DOUG DC982				BATTERIES	DISCHARGED CABIN		3/12/98 9804369301
DURING LINE MAINTENANCE INSPECTION, FOUND OVERHEAD EMERGENCY LIGHTS BETWEEN ROWS 24 THRU 29 INOPERATIVE. REPLACED BATTERIES IN POWER SUPPLY, OPERATIONAL CHECK NORMAL.									
3350 NWAA	301RC 48054	DOUG DC982				BATTERIES	DISCHARGED CABIN		3/11/98 9804219301
DURING LINE MAINTENANCE INSPECTION, FOUND FORWARD OVERHEAD EMERGENCY LIGHTS INOPERATIVE. REPLACED BATTERIES IN POWER SUPPLY, OPERATIONAL CHECK NORMAL.									
3350 AALA	241AA 49254	DOUG DC982				SPLICE	LOOSE CABIN		2/9/98 AALA980281
DFW - DURING OVERNIGHT MAINTENANCE, TAIL CONE FLOOD LIGHTS WERE INOPERATIVE. REPLACED LOOSE WIRE SPLICE. SYSTEM GROUND CHECKED NORMAL OPERATION. (M)									
3350 AALA	279AA 49295	DOUG DC982				LIGHT 1001191	DEFECTIVE CABIN		2/9/98 AALA980274
PHX - DURING OVERNIGHT MAINTENANCE, FORWARD ENTRY DOOR PORTABLE EMERGENCY LIGHT WAS INOPERATIVE. REPLACED PORTABLE LIGHT AT FORWARD ENTRY DOOR. SYSTEM GROUND CHECKED NORMAL OPERATION. (M)									
3350 AALA	287AA 49299	DOUG DC982				WIRE	BROKEN AFT AIRSTAIR		2/4/98 AALA980250
DFW - DURING OVERNIGHT CHECK, AFT AIRSTAIR EMERGENCY LIGHT SIGN INOPERATIVE. REPLACED AFT AIRSTAIR EMERGENCY LIGHT SIGN WIRE. SYSTEM GROUND CHECKED NORMAL OPERATION. (M)									
3350 AALA	422AA 49334	DOUG DC982				LIGHT	DEFECTIVE CABIN		2/7/98 AALA980269
DFW - DURING OVERNIGHT MAINTENANCE, FIRST CLASS EMERGENCY EXIT LIGHT STRIPS WERE INOPERATIVE. REPLACED LIGHT STRIPS AT FIRST CLASS EMERGENCY EXIT. SYSTEM GROUND CHECKED NORMAL OPERATION. (M)									

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3350 AALA	446AA 49472	DOUG DC982				WIRE	BROKEN CABIN		2/16/98 AALA980312
DFW - DURING OVERNIGHT CHECK, EMERGENCY LIGHT IN TAIL COMPARTMENT INOPERATIVE. REPLACED BROKEN EMERGENCY LIGHT WIRE AT TAIL COMPARTMENT. SYSTEM GROUND CHECKED NORMAL OPERATION. (M)									
3350 NOCA	183NA 49808	DOUG DC983				POWER SUPPLY 60030431	INOPERATIVE CABIN		2/28/98 NOCA0608
COCKPIT OVERHEAD EMERGENCY LIGHT DOES NOT STAY ILLUMINATED WHEN TESTED. REPLACED FORWARD BATTERY POWER SUPPLY. OPS CHECKS NORMAL. (X)									
5210 ASAA	956AS 48079	DOUG DC982				MECHANISM 5910081167	DAMAGED L1 DOOR	54199	2/16/98 ASAA9880029
SEA - FLT 722 - AFTER ARRIVAL, CREW REPORTED THE L1 DOOR WAS DIFFICULT TO OPEN. FOUND THE L1 DOOR AND MECHANISM DAMAGED, POSSIBLE CONTACT BY JETWAY. REMOVED AND REPLACED THE L1 DOOR PER MM 52-11-00-4 AND MM 52-11-00-5, AND OPERATED NORMALLY. PART TC: 28,996. (X)									
5210 ASAA	969AS 53063	DOUG DC983				HOLD OPEN HOOK 4928806503	BENT L1 DOOR		2/15/98 ASAA9880028
ONT - FLT 595 - PRIOR TO DEPARTURE, CREW REPORTED THE L1 DOOR WOULD NOT CLOSE. REPLACED THE DOOR HOLD OPEN HOOK AND OPERATED NORMALLY. AIRCRAFT TT: 21,095 HOURS. AIRCRAFT TC: 10,731.(X)									
5240 ASAA	947AS 53020	DOUG DC983				MECHANISM	LACK OF LUBE SERVICE DOOR		2/22/98 ASAA9880031
SEA - FLT 601 - AFTER ARRIVAL, CREW REPORTED THE R1 DOOR WAS DIFFICULT TO OPEN AND CLOSE. LUBED THE R1 DOOR MECHANISM AND OPERATED NORMALLY. AIRCRAFT TT: 23,499 HOURS. AIRCRAFT TC: 13,628. (X)									
5270 TWAA	919TW 49368	DOUG DC982				TARGET 2052005T1	MISSING CARGO COMPT		3/3/98 TWAA9803102
OMA - FLT 38 - AFT CARGO DOOR LIGHT ILLUMINATED AFTER TAKEOFF. RETURNED TO OMA. DOOR INDICATION PLACARDED PER MEL. ON ACFT LAYOVER, THE DOOR SENSOR WAS REPLACED AND THE MISSING DOOR SENSOR TARGET WAS INSTALLED. SENSOR PART NR 8-340-02. CHECK-C 8-9-97 MCI. (X)									
5311 MWEA	212ME 47701	DOUG DC932				FRAME 9919619503N	NON CONFORMING BS 737		3/11/98 MWEA98344
THE MAIN FUSELAGE FRAME AT FS 737 LEFT WAS REMOVED AND REPLACED TO COMPLY WITH AD 78-07-05 AND DOUGLAS SB 53-131.									
5312 ABXA	977AX 47513	DOUG DC941		DOUG		BULKHEAD TEE 5910130391N1	CRACKED AFT PRESS BLKHD		3/11/98 ABXA9800192
DURING C-CHECK, FOUND THE AFT PRESSURE BULKHEAD NR 6 TEE CRACKED. REPLACED TEE IAW ABX EA 53-12-3.									
5313 TWAA	978Z 47250	DOUG DC931				LONGERON	CRACKED BS 200		1/24/98 TWAA9802904
STL - DURING OP 15 MAINTENANCE CHECK, A CRACK WAS FOUND AT STA 200 LONGERON 4L. REPLACED LONGERON FROM STA 148 END FITTING TO FACTORY SPLICE PER SRM 51-10. ACFT TT: 70,351 HOURS. ACFT TC: 83,824. (X)									
5313 TWAA	978Z 47250	DOUG DC931				LONGERON	CRACKED BS 160		1/24/98 TWAA9802906
STL - DURING OP 15 MAINTENCE CHECK, LONGERON 3L BELT RING WAS FOUND WITH A .25 INCH CRACK AT STA 160. REPLACED LONGERON FROM STA 148 END FITTING TO FACTORY SPLICE PER SRM 51-10. ACFT TT: 70,351 HOURS. ACFT TC: 83,824. (X)									
5313 TWAA	978Z 47250	DOUG DC931				LONGERON	CRACKED BS 958-972		1/26/98 TWAA9802903
STL - DURING OP 16 MAINTENANCE CHECK, THE LOWER ATTACH LEG OF LONGERON 12 RT STA 965 WAS FOUND CRACKED .25 INCH. SPLICED IN NEW LONGERON SECTION FROM STA 958 TO STA 972 RT SIDE OF FUSELAGE LONGERON 12 RT. LONGERON SPLICED IN PER SRM 53-02 FIG 18. ACFT TT: 70,351 HOURS. ACFT TC: 83,824. (X)									

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5313 TWAA	978Z 47250	DOUG DC931				LONGERON	CRACKED BS 160		1/24/98 TWAA9802905
STL - DURING OP 15, A .25 INCH CRACK WAS FOUND AT STA 160 LONGERON 4L BELT RING. REPLACED LONGERON FROM STA 148 END FITTING TO FACTORY SPLICE PER SRM 51-10. ACFT TT: 70,351 HOURS. ACFT TC: 83,824. (X)									
5313 ABXA	924AX 47403	DOUG DC931			DOUG	LONGERON 59114279	CRACKED BS 965		3/11/98 ABXA9800198
DURING C-CHECK, FOUND LONGERON 17L CRACKED AT STATION 965. REPAIRED LONGERON IAW DC9 SRM 53-02.									
5313 ABXA	924AX 47403	DOUG DC931			DOUG	LONGERON 591144555	CRACKED BS 690		3/12/98 ABXA9800201
DURING C-CHECK, FOUND LONGERON 7L CRACKED AT STATION 690. REPAIRED LONGERON IAW DC9 SERVICE REWORK DWG SR09530128.									
5313 ABXA	924AX 47403	DOUG DC931			DOUG	LONGERON 591141513	CRACKED BS 718		3/12/98 ABXA9800200
DURING C-CHECK, FOUND LONGERON 5R CRACKED AT STATION 718. REPAIRED LONGERON IAW DC9 SERVICE REWORK DWG SR09530128.									
5313 TWAA	923L 47109	DOUG DC932				LONGERON	CRACKED BS 756		2/19/98 TWAA9802901
STL - DURING OP 9 MAINTENANCE CHECK, LONGERON 5L WAS FOUND CRACKED AT CABIN FUSELAGE STA 756. REPLACED LONGERON 5L CRACKED SECTION PER SRM 53-02 FIG 18. ACFT TT: 75,771 HOURS. ACFT TC: 82,773. (X)									
5313 TWAA	923L 47109	DOUG DC932				LONGERON	CRACKED BS 718		2/19/98 TWAA9802902
STL - DURING OP 9 MAINTENANCE CHECK, LONGERON 5L WAS FOUND CRACKED AT CABIN FUSELAGE STA 718. REPLACED LONGERON 5L CRACKED SECTION PER SRM 53-02 FIG 18. ACFT TT: 75,771 HOURS. ACFT TC: 82,773. (X)									
5315 ABXA	924AX 47403	DOUG DC931				FLOORBEAM 991224357	CORRODED BS 965		3/11/98 ABXA9800199
DURING C-CHECK, FOUND EXFOLIATION CORROSION BETWEEN ANGLE AND FLOORBEAM LOWER FLANGE ON BEAM AT STATION 965 RBL 8. REPAIRED FLOORBEAM IAW ABX REA D953-22983-MR.									
5320 ABXA	924AX 47403	DOUG DC931			DOUG	SHEAR TIE 995773925N	CRACKED BS 945		3/11/98 ABXA9800196
DURING C-CHECK, FOUND SHEAR TIE BETWEEN LONGERON 14L AND 16L STATION 945 CRACKED. REPLACED SHEAR TIE IAW DC9 SRM 51-30-5.									
5320 ABXA	924AX 47403	DOUG DC931			DOUG	WEB 991050315	CRACKED BS 963		3/11/98 ABXA9800197
DURING C-CHECK, FOUND 2 CRACKS IN CUSP WEB AT STATION 963, RIGHT SIDE. REPAIRED WEB IAW DC9 SRM 53-01.									
5320 MWEA	212ME 47701	DOUG DC932				WEB 9910140	DAMAGED BS 889-894		3/6/98 MWEA98322
LEFT HAND CUSP MEMBRANE WAS FOUND DAMAGED FROM FS 889 TO 894. FABRICATED AND INSTALLED REPAIR DOUBLERS.									
5320 MWEA	212ME 47701	DOUG DC932				WEB 9910501	CORRODED BS 227-351		3/11/98 MWEA98340
THE LT CUSP WEB WAS FOUND CORRODED FROM FS 227 TO 351. REMOVED AND REPLACED WEB SECTION.									

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5320 CALA	938AS 49365	DOUG DC982				BEAM	CORRODED BAGGAGE COMPT		3/11/98 CALA9800412
INSPECTION FOUND MID BAGGAGE BIN Z-ANGLE BEAM CORRODED. A REPAIR WAS FABRICATED AND INSTALLED IAW SRM 53-05, FIGURE 63.									
5330 MWEA	212ME 47701	DOUG DC932				SKIN 5911412191	CORRODED BS 229-589		3/11/98 MWEA98345
NUMEROUS AREAS OF CORROSION WERE FOUND ON THE EXTERNAL FUSELAGE SKIN LONG 26L TO 26R FS 229 TO 589. REMOVED AND REPLACED SKIN.									
5330 MWEA	502ME 48132	DOUG DC932				SKIN	CRACKED BS 1066		1/11/98 MWEA98336
FOUND CRACK IN FUSELAGE SKIN UNDER RT UPPER PYLON TO FUSELAGE ATTACH ANGLE AT STA 1066 BELOW LONG 15R. MTC REPAIRED WITH DOUBLER.									
5347 MWEA	212ME 47701	DOUG DC932				SEAT TRACK 5910152	CORRODED BS 579-965		3/11/98 MWEA98339
RIGHT HAND INBOARD SEAT TRACK WAS FOUND CORRODED FROM FS 579 TO 965. REMOVED AND REPLACED SEAT TRACK.									
5347 MWEA	212ME 47701	DOUG DC932				SEAT TRACK 5910814	CORRODED BS 570-965		3/11/98 MWEA98342
LEFT HAND OUTBOARD SEAT TRACK WAS FOUND CORRODED OUT OF SERVICEABLE LIMITS FROM FS 570 TO 965. REMOVED AND REPLACED SECTION OF TRACK.									
5347 MWEA	212ME 47701	DOUG DC932				SEAT TRACK 5910820	CORRODED BS 200-584		3/11/98 MWEA98341
RIGHT HAND INBOARD SEAT TRACK WAS FOUND TO HAVE CORROSION FROM FS 200 TO 584. REMOVED AND REPLACED SEAT TRACK SECTION.									
5347 AALA	234AA 49181	DOUG DC982				SEAT TRACK	CORRODED BS 200		2/24/98 AALA980404
TUL - NR 5 SEAT TRACK CORRODED STA 200 - STA 202 AND STA 218. BLENDED CORROSION BEYOND LIMITS. REMOVED AND REPLACED NR 5 SEAT TRACK STA 200 - STA 218 PER SRM 51-30. TST: 44,152 HOURS. CYCLES: 24,579. (X)									
5400 ABXA	924AX 47403	DOUG DC931			DOUG	STIFFENER 99582208	CRACKED RT PYLON		3/12/98 ABXA9800202
DURING C-CHECK, FOUND STIFFENER CRACKED ON NR 2 PYLON WHERE THROTTLE CABLE PASSES THROUGH OUTBOARD SIDE OF PYLON. REPLACED STIFFENER IAW DACO DWG 9958220 AND DC9 SRM 51-30-2.									
5400 ABXA	977AX 47513	DOUG DC941			DOUG	ANGLE 591326243N	CRACKED LT PYLON		3/11/98 ABXA9800193
DURING C-CHECK, FOUND THE LEFT UPPER PYLON ATTACH ANGLE CRACKED BETWEEN STATION 1054 AND 1064. REPAIRED ANGLE IAW DC9 SRM 54-04.									
5610 ASAA	937AS 49364	DOUG DC982				MECHANISM	OUT OF ADJUST LT COCKPIT		2/23/98 ASAA9880034
PDX - FLT 725 - AFTER ARRIVAL, CREW REPORTED THE FLIGHT COMPARTMENT LT SLIDING WINDOWS WERE DIFFICULT TO OPEN. ADJUSTED THE FLIGHT COMPARTMENT LT SLIDING WINDOW MECHANISM AND OPERATED NORMALLY. AIRCRAFT TT: 35,988 HOURS. AIRCRAFT TC: 23,773. (X)									
5720 MWEA	212ME 47701	DOUG DC932				WEB 9919346	CRACKED WS 20		3/11/98 MWEA98343
CENTER FUEL TANK WEB AT XCW 20 LEFT SIDE WAS FOUND WITH PIECE MISSING. FABRICATED AND INSTALLED REPAIR DOUBLER.									

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5755 HALA	661HA 47796	DOUG DC951				CHAFE STRIPS	FAILED LT/RT SPOILERS		2/24/98 HALA9800053
HNL - FLT 177 - LOG PAGE NR A137992 - FLUTTER/VIBRATION AND RUMBLE FELT AT .75 MACH AND ABOVE. (FEELS AERODYNAMICALLY GENERATED). REMOVED AND REPLACED TWO CHAFE STRIPS ON BOTH THE LEFT AND THE RIGHT SPOILERS. (X)									
7200 MWEA	204ME 47680	DOUG DC932	PWA JT8D9A			ENGINE	FAILED RIGHT		3/9/98 MWEA98338
CREW REPORTS RT ENGINE MAKING EXCESSIVE NOISE AND VIBRATION THROUGHOUT CABIN. FOUND METAL SHAVINGS IN FILTER. REMOVED AND REPLACED ENGINE.									
7200 NWAA	675MC 47651	DOUG DC951	PWA JT8D17A			ENGINE	FAILED LEFT		3/11/98 9804259880
DURING TAKEOFF ROLL AT 95 KNOTS, A TRAILING AIRCRAFT REPORTED SPARKS EXITING FROM THE LEFT ENGINE. CREW ABORTED TAKEOFF AND RETURNED TO THE GATE. MAINTENANCE REPLACED THE ENGINE DUE TO FOD. AIRCRAFT RETURNED TO SERVICE.									
7200 AALA	501AA 49738	DOUG DC982	PWA JT8D217C			ENGINE	FAILED RIGHT		2/3/98 AALA980244
DFW - FLT 225 - AFTER TAKEOFF, SMOKE IN CABIN. AIRCRAFT RETURNED TO DFW AND LANDED WITHOUT INCIDENT, NOT OVERWEIGHT. REPLACED RT ENGINE. ACCOMPLISHED ENGINE RUN WITH NO DEFECTS. SYSTEM GROUND CHECKED NORMAL OPERATION. SYSTEM FUNCTIONAL CHECKED NORMAL OPERATION. (M)									
7830 ABXA	924AX 47403	DOUG DC931		DOUG		TR LINK 5958782503	CRACKED NR 1 ENGINE		3/11/98 ABXA9800195
DURING C-CHECK, FOUND THE LOWER RIGHT THRUST REVERSER LINK CRACKED. REPLACED LINK IAW DC9 MM 78-31-5.									
7830 ABXA	924AX 47403	DOUG DC931		DOUG		TR LINK 5958782503	CRACKED NR 2 ENGINE		3/11/98 ABXA9800194
DURING C-CHECK, FOUND THE UPPER RIGHT THRUST REVERSER LINK CRACKED. REPLACED LINK IAW DC9 MM 78-31-5.									
8012 NWAA	302RC 48055	DOUG DC982	PWA JT8D217			START VALVE 39279621	FAILED RT ENGINE	36010 13377	3/14/98 9804279302
DURING CRUISE AT 20,000 FEET, THE RIGHT ENGINE START VALVE OPEN LIGHT ILLUMINATED. CREW SHUT DOWN THE RIGHT ENGINE, DIVERTED TO RST, AND LANDED WITHOUT FURTHER INCIDENT. MAINTENANCE REPLACED THE RIGHT ENGINE START VALVE, OPERATIONAL CHECK OK.									
2612 WTAA	201YW 120201	EMB EMB120RT				AURAL WARN UNIT 8005577	FAILED COCKPIT		2/20/98 WTAA980036
SFO - FIRE BELL AND 'SMOKE' AURAL WARNING WHEN STARTING RIGHT ENGINE. MAINTENANCE REPLACED AURAL WARNING UNIT. OPERATIONAL CHECK SATISFACTORY. AIRCRAFT RETURNED TO SERVICE. (X)									
2710 GLBA	267UE 120071	EMB EMB120RT				BOLT	LOOSE LT AILERON		11/30/97 GLBA97214
LEFT WING VIBRATES AND SHAKES VISIBLY IN FLIGHT. LEFT AILERON TO BELLCRANK BOLT LOOSE. (M)									
3230 SWIA	188SW 120039	EMB EMB120ER	PWA PW118A			WIRE HARNESS	FAILED LANDING GEAR		3/9/98 SWIA971096
LANDING GEAR FAILED TO EXTEND AFTER SEVERAL ATTEMPTS WITH LANDING GEAR CONTROL LEVER. HYDRAULIC PRESSURE NORMAL. USED ELECTRIC OVERRIDE TO EXTEND GEAR. RETURNED TO LAX. REPLACED RIGHT GEAR PROXIMITY SENSOR HARNESS AND CYCLED GEAR SEVERAL TIMES, OPS CHECKS GOOD.									
3231 SWIA	186SW 120034	EMB EMB120ER	PWA PW118A			DOORS	ICED UP LT/RT MLG		2/4/98 SWIA971093
RIGHT MAIN LANDING FAILED TO EXTEND UPON DOWN SELECTIONS. RIGHT MAIN WOULD ALSO NOT EXTEND DURING EMERGENCY EXTENSION PROCEDURE. INDICATIONS IN BOTH CASES, 2 RED TRANSIT LIGHTS ONLY ON RIGHT MAIN. RIGHT EVENTUALLY EXTENDED DURING A NORMAL SELECTION CYCLE. FOUND ICE ON RIGHT AND LEFT LANDING GEAR AND DOORS. REMOVED ALL ICE AND EXTENDED LANDING GEAR FOUR TIMES AND TWO EMERGENCY. ALL GEAR OPS CHECKS GOOD, IAW MM 32-30-30.									

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3231 SWIA	204SW 120243	EMB EMB120ER	PWA PW118A			SEQUENCE VALVE	FAILED LT MLG DOOR		3/9/98 SWIA971094
WHEN LEFT GEAR CYCLED UP A AND B INTRANSIT LIGHTS REMAIN ON. FOUND LEFT OUTBOARD GEAR DOOR SEQUENCE VALVE BLEEDING PRESSURE BY. REPLACED SEQUENCE VALVE AND CYCLED GEAR SEVERAL TIMES. ALL CHECKS GOOD ON GROUND WITH NO LEAKS NOTED.									
3320 COMA	269CA 120263	EMB EMB120RT				LIGHT ASSY BC10047005	OVERHEATED CABIN		3/11/98 COMA9810064
SMOKE IN CABIN DURING TAXI OPERATIONS. REPLACED OVERHEATED FLUORESCENT LIGHT ASSY AT SEAT 4B.									
3350 C2XA	51726 120174	EMB EMB120RT				BATTERY PACK BS2197	DISCHARGED CABIN	7897	2/12/98 C2XA98IA028
IAH - FLT 3950 - DURING PREFLIGHT INSPECTION, THE CREW REPORTED THE FORWARD EMERGENCY LIGHTS WOULD NOT ILLUMINATE. MAINTENANCE REMOVED AND REPLACED THE FORWARD EMERGENCY LIGHT BATTERY PACK, AND THE AIRCRAFT WAS APPROVED FOR RETURN TO SERVICE. (M)									
3350 C2XA	51726 120174	EMB EMB120RT				POWER SUPPLY D36604001	INOPERATIVE CABIN		2/12/98 C2XA98IA029
IAH - FLT 3950 - DURING PREFLIGHT INSPECTION, THE CREW REPORTED THE FORWARD EMERGENCY LIGHTS WOULD NOT ILLUMINATE. MAINTENANCE REMOVED AND REPLACED THE FORWARD EMERGENCY LIGHT POWER SUPPLY, AND THE AIRCRAFT WAS APPROVED FOR RETURN TO SERVICE. (M)									
3350 MASA	287UE 120183	EMB EMB120RT			MS265721	FUSE FO2A250V1A	FAILED CABIN		2/27/98 MASA98043
CLT/GNV - FLT 5593 - PILOT REPORTED BOTH AFT EXTERIOR EMERGENCY LIGHTS FAILED TO ILLUMINATE. MAINTENANCE REMOVED AND REPLACED THE FUSE. AIRCRAFT WAS RETURNED TO SERVICE. (X)									
5101 WTAA	193YV 120193	EMB EMB120RT				STRUCTURE	BIRD STRIKE AIRFRAME		3/1/98 WTAA980040
SBA - BIRD STRIKE ON LANDING REPORTED. MAINTENANCE INSPECTED AIRCRAFT FOR DAMAGE. NO DAMAGE NOTED. AIRCRAFT RETURNED TO SERVICE. (X)									
5280 C2XA	17728 120182	EMB EMB120RT				DOOR 12012939002	CRACKED RT MLG		2/1/98 C2XA98IA010
IAH - DURING C-CHECK INSPECTION, THE RIGHT MAIN LANDING GEAR INBOARD FORWARD DOOR ACTUATOR FORWARD ATTACH BRACKET WAS FOUND TO BE CRACKED. MAINTENANCE REMOVED AND REPLACED THE RIGHT FORWARD INBOARD DOOR IAW EMB-120 MM 32-12-00, AND THE AIRCRAFT WAS APPROVED FOR RETURN TO SERVICE. (M)									
7921 WTAA	455UE 120163	EMB EMB120RT				OIL COOLER 1602825	FAILED LT ENGINE		3/1/98 WTAA980039
SBA - LEFT ENGINE LOST OIL PRESSURE ON TAKEOFF. TAKEOFF ABORTED. MAINTENANCE REPLACED LEFT ENGINE OIL COOLER AND SERVICED. PERFORMED ENGINE RUN. OPERATIONAL CHECK SATISFACTORY. AIRCRAFT RETURNED TO SERVICE. (X)									
2230 JBXA	106ML 11477	FOKKER F28MK0100				PLA TRANSMITTER 3A2203B	OUT OF ADJUST RT ENGINE		2/11/98 JBXA980033
RDU - FLT 931 - ON TAKEOFF ROLL, AUTOTHROTTLES ARMED AND ENGAGED. INSUFFICIENT POWER AND NO AUTOTHROTTLE MOVEMENT. TAKEOFF ABORTED AT APPROX 70 KTS. RDU MX ADJUSTED NR 2 PLA TRANSMITTER GROUND RAN A/C. OPS CHECK GOOD. PERFORMED AFCAS TEST OF NR 1 AT AND NR 2 AT. ALL OPS CHECK GOOD IAW F-100 MM 22-11-00. (M)									
2565 QXEA	499US 11182	FOKKER F28MK4000			SWITLIK	SLIDE S130508	MALFUNCTION CABIN	615	3/8/98 QXEA9800243
ESCAPE SLIDE HAS UNLASHED CORDS AND THE LANYARD IS NOT ATTACHED TO THE AIRCRAFT STRUCTURE. REPLACED SLIDE.									
2565 QXEA	480AU 11229	FOKKER F28MK4000			SWITLIK	SLIDE S130508	LOW PRESS CABIN		3/6/98 QXEA9800240
EMERGENCY ESCAPE SLIDE READS BELOW 2600 PSI AT 70 DEGREES F. FERRIED AIRCRAFT FROM SJC TO GEG. REPLACED ESCAPE SLIDE.									

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2913 AALA	1414D 11377	FOKKER F28MK0100				HYD PUMP 862536	DEFECTIVE NR 1 ENGINE		1/28/98 AALA980226
DFW - FLT 504 - DURING CLIMB-OUT FROM DFW, HYDRAULIC SYSTEM NR 1 INDICATED OVERHEAT CONDITION. CREW FOLLOWED ALTERNATE PROCEDURES TURNING OFF SYSTEM NR 1 PUMPS ON ENGINES ONE AND TWO. AFTER A FEW MINUTES THE OVERHEAT INDICATION STOPPED AND THE AIRCRAFT AIR INTERRUPTED, RETURNED AND LANDED DFW WITHOUT FURTHER INCIDENT. REPLACED ENGINE DRIVEN HYDRAULIC PUMP (SYSTEM NR 1) ON NR 1 ENGINE, CHECKS OK WITH NO OVERHEATING. SYSTEM GROUND/LEAK CHECKED NORMAL OPERATION. (M)									
3350 QXEA	478US 11227	FOKKER F28MK4000			GRIMES	BULB 1820	FAILED CABIN		3/12/98 QXEA9800248
EMERGENCY EXIT SIGN AT ROW 9E IS OUT. RELAMPED SIGN, OPERATIONAL CHECKS GOOD.									
3350 QXEA	481US 11230	FOKKER F28MK4000			GRIMES	BULB 1820	FAILED CABIN		3/12/98 QXEA9800249
EMERGENCY EXIT SIGN IN THE CENTER OF THE CABIN HAS INOP BULBS. REPLACED BULBS, OPERATIONAL CHECKS GOOD.									
3350 QXEA	482US 11231	FOKKER F28MK4000			GRIMES	BULB 1820	FAILED CABIN		3/8/98 QXEA9800245
EMERGENCY LIGHTS OVER THE COCKPIT DOOR ARE BURNT OUT. REPLACED LAMPS, OPERATIONAL CHECKS GOOD.									
3350 QXEA	482US 11231	FOKKER F28MK4000			GRIMES	BULB 1820	FAILED CABIN		3/8/98 QXEA9800244
EMERGENCY LIGHTS AT ROW 8 ARE INOP. RELAMPED, OPERATIONAL CHECKS GOOD.									
3350 QXEA	486US 11237	FOKKER F28MK4000			GRIMES	BULB 1820	FAILED CABIN		3/8/98 QXEA9800246
EMERGENCY EXIT SIGN AT CENTER CABIN IS INOP. REPLACED LAMPS, OPERATIONAL CHECKS GOOD.									
2720	5VX 007	GULSTM G159				BRACKET 159C1031413	CRACKED RUD BELLCRANK	12360	2/13/98 98ZZZX1066
WHILE INSPECTING THE RUDDER CONTROL SYSTEM REFERENCING CUSTOMER BULLETIN NR 235A DATED 5-21-73, DISCOVERED A CRACK IN THE RUDDER CONTROL BELLCRANK SUPPORT BRACKET AND ITS ATTACHMENT ANGLE. THE BRACKET IS MOUNTED TO THE TOP OF THE TAIL COMPARTMENT BETWEEN FRAME NR 669 AND NR 690.									
5610	1124F	ISRAEL 1124				WINDOW 3430214	CRACKED COCKPIT OVERHEAD	17502	2/26/98 98ZZZX1065
DURING AN A-CHECK INSPECTION, THE COPILOT'S OVERHEAD WINDOW WAS FOUND CRACKED ALONG THE AFT EDGE. IT HAD THE APPEARANCE OF DELAMINATION PROGRESSING AT AN ANGLE THROUGH THE OUTER WINDOW. AFTER REMOVAL, IT WAS APPARENT THERE WAS A CRACK. THE CRACK STARTED IN THE CORNER OF THE MILLED AREA OF THE WINDOW AND PROGRESSED AT AN ANGLE TOWARD THE INNER SURFACE. SUBMITTER STATED THE CAUSE COULD HAVE BEEN A DEFECT IN THE RADIUS OF THE MILLED AREA OR A SCRATCH THAT COULD HAVE BEEN PUT THERE DURING SEALANT REMOVAL.									
7200	849HS 344	ISRAEL 1124A	GARRTT TFE7313			ENGINE	FAILED RT ENGINE	3992	9/12/97 98ZZZX1071
DURING A TOUCH AND GO LANDING, CONDUCTED FOR CREW PROFICIENCY TRAINING, THE RIGHT ENGINE FAILED SHORTLY AFTER TAKEOFF POWER WAS SET ON BOTH ENGINES.									
3416 RAIA	551HK 41040	JETAIR JETSTM4101				ALTIMETER 4016341905	FAILED LT COCKPIT	1875 18	2/26/98 RAIA980218
STL - FLT 7067 - CAPTAIN'S ALTIMETER FLAGGED ON CLIMB-OUT. MAINTENANCE REPLACED CAPTAIN'S ALTIMETER. (X)									
3350 DALA	721DA 193C1139	LKHEED 10113851				BATTERY PACK 5165741	DISCHARGED CABIN		3/11/98 DLL10980561
EMERGENCY EXIT SIGN AT 3-R DOOR STOP ILLUMINATION AFTER TWO MINUTES. REPLACED BATTERY PACK, CHECKS OK.									

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3350 DALA	721DA 193C1139	LKHEED 10113851			516574	BATTERY PACK	DISCHARGED CABIN		3/11/98 DLL10980560
EMERGENCY LIGHTS DO NOT ILLUMINATE 16A/B AND 22H/J/ RT GALLEY LIFT AND LOWER GALLEY. REPLACED BATTERY PACK CHECKS OK.									
5311 DALA	753DA 193W1189	LKHEED 10113853				FRAME 1506088106	CRACKED BS 1083/1103		3/10/98 DLL19980548
REFERENCE N/R CARDS 274 AND 275 FRAME CRACK RT SIDE STA 1083 AND STA 1103 AT WATERLINE 200 AT FLOOR LONGERON ATTACH. REPAIRED PER EO764076-3.									
5330 DALA	719DA 193C1135	LKHEED 10113851				SKIN 1503542107	CORRODED BS 1655		3/6/98 DLL10980554
FUSELAGE/SKIN, FS 1645-1665, STRG 38-39. REPAIR FOR CORROSION CUTOUT. THE FUSELAGE SKIN WAS FOUND CORRODED BETWEEN FS 1645 AND 1665 AND BETWEEN STRINGERS 38 AND 39. THE CORROSION DAMAGE WAS CUTOUT AND AN EXTERNAL REPAIR DOUBLER AND TRIPLER WERE INSTALLED PER ER/A 364158-14, REV A.									
7230 DALA	759DA 193Y1176	LKHEED 10113853	RROYCE RB211524B4		AC101MK13	COMPRESSOR RB211524B4I	STALLED NR 3 ENGINE		3/7/98 DLL19980534
JUST AFTER LEVEL OFF AT FL 370, NR 3 ENGINE HAD A PRESUMED COMPRESSOR STALL AND THE TGT WENT TO 850. ENGINE SHUTDOWN PERPOM. ESTIMATE TIME AT 850 TGT AT 5 SECONDS. REPLACED VIGV CONTROLLER. BOROSCOPES REVEALED NO DAMAGE.									
7314 GW4R	731L 5091	LKHEED 132923D	GARRTT TFE7313			PUMP 30706391	FAILED ENGINE FUEL		3/2/98 98ZZZX1070
FUEL PUMP DRIVE SPLINE WORN TO THE POINT THAT THE SPLINES NO LONGER MADE CONTACT CAUSING THE ENGINE TO SHUT DOWN.									
7200 LR7A	289F 1110	LKHEED 188C	ALLSN 501D13			ENGINE	FAILED NR 2		1/16/98 LR7A9802
NR 2 ENGINE LOSS OF HP WITH UNCONTROLLABLE RISE IN TIT. ENGINE SHUTDOWN AT 1305Z.PROBABLE CAUSE: FOD									
7230 LR7A	285F 1107	LKHEED 188C	ALLSN 501D13			COMPRESSOR	WORN NR 3 ENGINE	15261	3/7/98 LR7A9804
NR 3 ENGINE AUTO FEATHERED ON T/O. PULLED EMERGENCY SHUTDOWN HANDLE AT 0038Z. REPLACED NR 3 SPEED SENSE VALVE IAW MM75-10-1, NO HELP. INSPECTED COMPRESSOR THROUGH 5TH AND 10TH STAGE BLEED VALVES AND FOUND COMPRESSOR WORN.									
6111 LR7A	403LC 4590	LKHEED 382G		HAMSTD 54H60117		BLADE	LEAKING NR 2 PROP	500	3/10/98 LR7A9805
NR 2 PROP LOW OIL LIGHT FOLLOWED BY FLUX. SHUTDOWN IAW AFM. INSPECTED AND FOUND NR 2 BLADE LEAKING. PROP REMOVED FOR DETAILED INSPECTION BY VENDOR.									
6114 LR7A	403LC 4590	LKHEED 382G		HAMSTD 54H60117		SEAL	LEAKING NR 2 PROP	497	3/4/98 LR7A9803
NR 2 PROP LOW OIL LIGHT FEATHERED IN FLIGHT. REMOVED PROPELLER, HUB RESEALED BY PACIFIC PROPELLER, REINSTALLED AND TESTED PER HN6101.									
7922 LR7A	401LC 4606	LKHEED 382G	ALLSN 501D22A			THERMOSTAT 8A1006X	FAILED NR 3 ENGINE	732	1/7/98 LR7A9801
PRECAUTIONARY SHUTDOWN NR 3 ENGINE AT 0400Z DUE TO HIGH OIL TEMP. FERRIED AIRCRAFT TO ANC, REPLACED NR 3 ENGINE OIL COOLER THERMOSTAT PER LOCKHEED MM CHAPTER 79-20, PAGE 203. GROUND RUNS ACCOMPLISHED, SYSTEM OPERATIONALLY TESTS OK.									
2613 PLGA	343BE 340A101	SAAB SF340A				CONNECTOR	DIRTY RT TAIL PIPE		2/28/98 PLGA980228A
SYR - FLT 4723 - AFTER TAKEOFF WHILE CLIMBING THROUGH 2,000 FEET, THE RT TAIL PIPE HOT LIGHT WARNING ILLUMINATED. CREW FOLLOWED PROCEDURE AND SHUT DOWN THE RIGHT ENGINE. AIRCRAFT RETURNED TO SYR AND LANDED WIHOUT INCIDENT. MAINTENANCE FOUND MOISTURE AND OIL IN RT DETECTOR CONNECTOR. THE CONNECTOR WAS CLEANED AND SYSTEM TESTED GOOD. AIRCRAFT WAS RETURNED TO SERVICE. (X)									

***** DENOTES SIGNIFICANT OCCURRENCE

DOMESTIC SERVICE DIFFICULTY REPORT SUMMARY (cont'd)

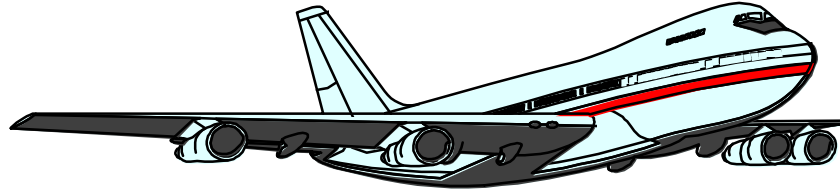
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2930 SIMA	344SB 340B344	SAAB 340B			KLIXON	SWITCH M880507032	SHORTED NLG WW		2/24/98 SIMA980551
TXK - FLT 3924 - DURING FLIGHT, CREW NOTED EMERGENCY HYDRAULIC LOW LIGHT CAME ON. CREW BLEW GEAR AND DIVERTED INTO TXK. NO FURTHER INCIDENTS WERE REPORTED. AIRCRAFT LANDED SAFELY. MAINTENANCE REMOVED AND INSTALLED L/G DOOR EXPLOSIVE BOLTS, CHECKED HYDRAULIC LOW LIGHT, AND FERRIED AIRCRAFT TO DFW FOR REPLACEMENT OF 5GB MICROSWITCH. PERFORMED ROTATION TEST SATISFACTORILY. AIRCRAFT RETURNED TO SERVICE. (X)									
3020 REXA	407BH 340A078	SAAB SF340A				LOAD MONITOR ND00751940	FAILED LT ENGINE		2/13/98 REXA98054
LEFT INTAKE LIGHT COMES ON CONTINUOUSLY DURING FLIGHT. REMOVED AND REPLACED LOAD MONITOR. (X)									
3020 PLGA	346BE 340A150	SAAB SF340A				INLET DUCT NH24668081	BURNED RT ENGINE		2/20/98 PLGA980220A
MHT - FLT 4386 - WHILE EN ROUTE FROM BOS TO SYP, CREW NOTICED SPARKS COMING FROM RT ENGINE INTAKE DUCT HEAT. SYSTEM WAS SHUT DOWN AND AIRCRAFT LANDED AT MHT WITHOUT INCIDENT. MAINTENANCE INSPECTED RT ENGINE INTAKE AND FOUND A HOLE BURNED IN THE LOWER DUCT. DUCT REPLACED AND SYSTEM TESTED GOOD. AIRCRAFT RETURNED TO SERVICE. (X)									
3210 SIMA	396AE 340B396	SAAB 340B				LANDING GEAR	COLLAPSED LT MLG		2/22/98 SIMA980531
LAW - FLT 3509 - AFTER DEPARTURE, THE CREW NOTICED A STRONG ELECTRICAL SMOKE SMELL AND THE CIRCUIT BREAKER F7 TRIPPED DURING APPROACH. THE CREW RESET THE CIRCUIT BREAKER AND SELECTED THE GEAR DOWN. THE NOSE GEAR SHOWED DOWN AND LOCKED, MAIN GEAR SHOWED UNLOCKED. ON LANDING, THE RIGHT GEAR LOCKED, THE LEFT GEAR COLLAPSED, AND THE LEFT PROP STRUCK THE GROUND AND THE AIRCRAFT SLID OFF THE EDGE OF THE RUNWAY. MAINTENANCE USED AIR BAGS TO RAISE AIRCRAFT UP OUT OF THE MUD, LOWERED LT GEAR DOWN TO LOCKED POSITION AND TOWED AIRCRAFT TO HANGAR FOR INSPECTION/INVESTIGATION. (X)									
3350 SIMA	383AE 340B383	SAAB 340B				BATTERY PACK 330151	DISCHARGED CABIN		2/28/98 SIMA980591
DFW - FLT 3661 - EXIT SIGN ABOVE F/A JUMP SEAT NOT ILLUMINATING. REPLACED EMERGENCY BATTERY FORWARD PACK. OPS CHECK GOOD. AIRCRAFT RETURNED TO SERVICE. (X)									
3350 MALA	102XJ 340A102	SAAB SF340A				BULB 1317	FAILED CABIN		3/11/98 MALA976043
DURING INSPECTION, OVERHEAD LIGHTS INOP AT SEATS 2A, 6 C/D, AND 8 C/D. MAINTENANCE RELAMPED, OPS CHECK GOOD.									
3350 MALA	109XJ 340A109	SAAB SF340A				BULB 7239410802	FAILED CABIN		3/12/98 MALA976046
DURING INSPECTION, FLOOR TRACK EMERGE CNY LIGHT AT 4C INOP. MAINTENANCE RELAMPED, ALL CHECKS GOOD.									
5270 MALA	98XJ 098	SAAB SF340A				SWITCH	LACK OF LUBE PAX DOOR		3/9/98 MALA976042
AFTER DEPARTURE, MAIN CABIN DOOR HANDLE LIGHT ILLUMINATED ALONG WITH DOORS LIGHT. PERFORMED QRH, MADE A VISUAL CHECK OF DOOR INDEXES, TOP INDEX WAS ALIGNED, BOTTOM INDEX WAS NOT. FOLLOWED QRH, DECLARED EMERGENCY AND RETURNED TO CAK, LANDED WITH OUT FURTHER PROBLEMS. MAINTENANCE CLEANED AND LUBED DOOR PINS AND MICROSWITCHES. PERFORMED SWITCH CHECK IN ACCORDANCE WITH 52-70-00 OF MAINTENANCE MANUAL. ALL CHECKS SATISFACTORY ON SWITCHES, LIGHTS, AND ALIGNMENT MARKS LINE UP.									
5330 MALA	119XJ 119	SAAB SF340A				SKIN	DENTED BS 313		3/8/98 MALA976044
DURING HEAVY CHECK 4000 HOUR, DENTS ON FUSELAGE SKIN UNDER ICE SHIELD BEYOND LIMITS, STA 312.0 BETWEEN WL 84.0 AND 82.0 AND STA 313.0 BETWEEN WL 73.0 AND 71.0. REMOVED ICE SHIELDS FROM STA 308 TO STA 348 AND FROM WL 90 TO WL 67.5. REMOVED DAMAGED AREAS FROM FUSELAGE SKIN, FABRICATED AND INSTALL REPAIR DOUBLER AND FAY SEALED IAW SAAB 340 SRM 53-70-10 PG 201-203, 53-70-10 PAGE 221 FIGURE 213. DAMAGE IS ON RIGHT SIDE OF AIRCRAFT.									

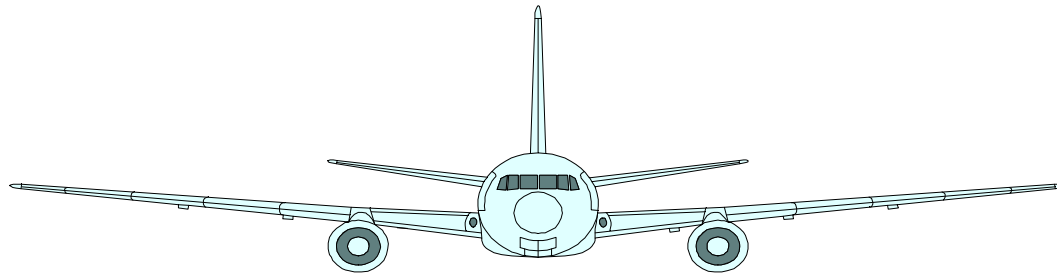
DOMESTIC SERVICE DIFFICULTY REPORT SUMMARY (cont'd)

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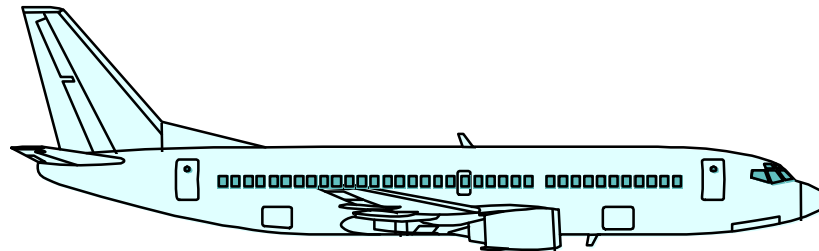
ATA OPER	REG. NO SERIAL NO	ACFT MAKE ACFT MODEL	ENG MAKE ENG MDL	PROP MAKE PROP MDL	COMP MFG COMP MDL	PART NAME PART NUMBER	PART COND PART LOC.	TT TSO	DIFF. DATE OPER CONT NO
5330 MALA	119XJ 119	SAAB SF340A				SKIN	DENTED BS 677		3/9/98 MALA976045
DURING HEAVY CHECK 4000 HOUR, MAINTENANCE LOCATED DENT IN RIGHT SIDE OF FUSELAGE AT STA 677 AT WL 96, NOT WITHIN LIMITS IAW SAAB 340 SRM 51-10-10 FIGURE 10. MAINTENANCE REMOVED DAMAGED AREA, FABRICATED AND INSTALLED REPAIR DOUBLER IAW SAAB 340 SRM 53-80-10 PAGE 203 AND 204.									
5350 REXA	112PX 340A025	SAAB SF340A				RADOME	CONTAMINATED FWD FUSELAGE		2/26/98 REXA98061
WEATHER RADAR PAINT DOTS, INOPERATIVE. CLEANED WATER OUT OF RADOME. OPS CHECK GOOD. (X)									
6120 REXA	401BH 340A057	SAAB SF340A				PROP OVERSPEED	MALFUNCTIONED RT ENGINE		2/19/98 REXA98057
RIGHT HAND PROPELLER OVERSPEED WILL NOT TEST. CREW SHUT DOWN RIGHT ENGINE, RESTARTED AND TESTED AGAIN WITH NO DEFECTS. (X)									
7200 REXA	406BH 340A074	SAAB SF340A	GE CT75A			ENGINE	FAILED LEFT		2/17/98 REXA98055
LOUD SQUEAL LT ENGINE. REMOVED AND REPLACED LT ENGINE. (X)									
7210 SI3R		SAAB SF340A	GE CT79B		5074T16G10	TAB WASHER 7895781	FAILED GC 49 GRBOX IDLR	11623	2/23/98 SI3R98005
DISASSEMBLY OF GEARCASE REVEALED THE MAIN PUMP SEIZED, THE TAB WASHER ON THE FORWARD RIGHT IDLER GEAR BROKEN. METAL CONTAMINATION THROUGHOUT THE CASE AND IN PUMP. THIS GEARCASE IS NOT REPAIRABLE AND IS CONSIDERED FOR SCRAP DISPOSITION.									
7210 SI3R		SAAB SF340A	GE CT79B		7758001	RETAIN NUT 7757704	LOOSE GC49 GEARBOX		2/24/98 SI3R98006
DURING DISASSEMBLY OF GEARBOX, THE DRIVE GEAR RETENTION NUT WAS REMOVED WITH NO TORQUE REQUIRED. INSTALLATION TORQUE IS 1550-1600 FEET/POUNDS. (NUT P/N 775770-4, FIG 7 ITEM 25). (X)									
7510 REXA	366PX 340B267	SAAB 340B	GE CT79B			VALVE	FAILED RT ENGINE		2/23/98 REXA98058
RIGHT ENGINE VIBRATES AND SOUNDS SIMILAR TO COMPRESSOR STALL. ALL OTHER INDICATIONS NORMAL. AFTER INSPECTION OF RIGHT ENGINE AND GROUND RUNS IN SEVERAL DIFFERENT POWER SETTINGS, NO DEFECTS NOTED. SWAPPED ANTI-ICING BLEED VALVE FOR TROUBLESHOOTING GROUND RUNS AND CHECKS. FOUND NO DEFECTS. (X)									
7931 PLGA	349BE 340B196	SAAB 340B				SWITCH 8543	MALFUNCTIONED RIGHT		2/27/98 PLGA980227A
BOS - FLT 4276 - DURING TAKEOFF, THE RT OIL PRESSURE WARNING ILLUMINATED. TAKEOFF WAS ABORTED AND AIRCRAFT RETURNED TO THE GATE. MAINTENANCE REPLACED THE RT PGB OIL PRESSURE SWITCH. ENGINE WAS GROUND RUN AND SYSTEM TESTED GOOD. (X)									
(End of DOMESTIC SERVICE DIFFICULTY REPORT SUMMARY)									



INTERNATIONAL



SERVICE DIFFICULTY REPORT



INTERNATIONAL SERVICE DIFFICULTY REPORT SUMMARY**3/15/98 - 3/21/98 ISSUE: 98-12 ZAC-326**

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6120				HARTZL HCE3YR2A		CONTROL CABLE 454296	BROKEN LT PROP GOV	10/17/97	CA971119004
(CAN) DURING CRUISE, LEFT PROPELLER WENT TO FINE PITCH. PROPELLER CONTROL IN COCKPIT STUCK IN CRUISE POSITION AND UNABLE TO MOVE CONTROL. INVESTIGATION REVEALED PROP CABLE BROKEN AT GOVERNOR END 2.50 INCHES INSIDE CABLE HOUSING. NEW CABLE INSTALLED.									
7200			LYC ALF502R5			ENGINE	DEFECTIVE NR 1	8505 2757	2/25/93 CA930513105
(CAN) REPLACED NR 2 ENGINE DUE TO HIGH OIL CONSUMPTION. PART TC: 11,360.									
7200			LYC ALF502R5			ENGINE	MAKING METAL NR 2	8804 298	5/14/93 CA930604106
(CAN) NR 2 ENGINE REPLACED DUE TO FULL FLOW CHIP DETECTOR METAL CONTAMINATION CONDITION WHICH CALLS FOR MANDATORY REPLACEMENT OF THE ENGINE. PART TC: 11,671.									
7230			LYC ALF502R5			BEARING	FAILED NR 2	12/9/97	CA971216016
(CAN) METAL FOUND IN FULL FLOW CHIP DETECTORS. DAMAGE FOUND TO NR 2 BEARING AND HOUSING.									
7310			LYC ALF502R5			FUEL LINE 2193942	LEAKING NR 1 ENG RT	11/27/97	CA971216011
(CAN) NR 1 ENGINE RIGHT HAND PRIMARY FUEL PRESSURE RIGID LINE TO FUEL MANIFOLD LEAKING AT "B" NUT FERRULE WELD WHEN UNDER PRESSURE. LINE REPLACED.									
7311			LYC ALF502R5			HEAT EXCHANGER 2334912	LEAKING FUEL/OIL	11700	11/19/97 CA971216004
(CAN) OVER FULL OIL LEVEL CHECKED. OIL SMELLS OF JET FUEL. OIL/FUEL HEAT EXCHANGER REPLACED. PART TC: 12,680.									
7322			LYC O320E2D		MARVELSCHEB MA4SPA	PRIMARY VENTURI 46A33	DISLODGED CARBURETOR	3/31/93	CA930518108
*****	(CAN) WHILE IN CRUISE, THE PILOT NOTICED A ROUGH RUNNING ENGINE. GROUND INSPECTION REVEALED THE ENGINES CARBURETORS PRIMARY VENTURI WAS MISSING. THE VENTURI WAS FOUND IN THE INTAKE PORTION OF NR 1 CYLINDER. THE LOSS OF THE PRIMARY VENTURI CAUSED THE ENGINE TO RUN LEAN AND ROUGH. THE CARBURETOR WAS REPLACED AND THE AIRCRAFT WAS RETURNED TO SERVICE.								
7414			LYC AEIO360A1B6			MAGNETO 4761	MALFUNCTION ENGINE	64	11/17/97 CA971128006
(CAN) DURING DESCENT, AIRCRAFT ENGINE SUFFERED BRIEF PERIODS OF POWER LOSS AND ENGINE SPUTTERING. THIS ACFT HAS BEEN EQUIPPED WITH AN STC FOR THE INSTALLATION OF UNISON LASER IGNITION SYSTEM. TROUBLESHOOTING REVEALED THE TOP DEAD CENTER SYNCRONIZATION OF THE MAGNETO TO THE ENGINE HAD SHIFTED CAUSING MAGNETO TIMING TO MOVE TO 29 DEGREES BEFORE TOP DEAD CENTER, INSTEAD OF 20 DEGREES. AFTER CONTACTING UNISON DIRECTLY, DISCOVERED THIS PROBLEM HAS OCCURRED A NUMBER OF TIMES, ALL AT APPROX 70 HOURS TSN. THE MAGNETO WILL BE REPLACED WITH A MODIFIED SAME PART NUMBER MAGNETO.									
7532			GE CFM565A			BLEED VALVE	MALFUNCTION NR 2 ENGINE	11/15/97	CA971125014
(CAN) NR 2 ENGINE BLEED VALVE REMAINED OPEN AFTER REVERSE THRUST SELECTED. CABIN APPEARED TO BE SMOKY. THIS CONDITION CLEARED WHEN THRUST LEVERS BROUGHT TO IDLE. CREW CYCLED CIRCUIT BREAKER AND VALVE, OPERATIONALLY CHECKED SERVICEABLE. NO FAULT FOUND.									
7603			GE CF343A1			CABLE	STIFF LT HAND THROTTLE	4371	11/21/97 CA971208007
(CAN) UNABLE TO MOVE LEFT HAND THROTTLE IN-FLIGHT. IT WAS VERY STIFF. THROTTLE CABLE, AFT OF THE THROTTLE CONTROL BOX, RE-ROUTED AND RIGGING CHECKED. PART TC: 3,734.									

***** DENOTES SIGNIFICANT OCCURRENCE

INTERNATIONAL SERVICE DIFFICULTY REPORT SUMMARY (cont'd)

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7712			LYC ALF502R5			TMS ACTUATOR	FAILED ENGINE	19507	11/17/97 CA971216005
(CAN) UNABLE TO REDUCE POWER BELOW 85 PERCENT N1. ENGINE WAS SHUT DOWN BY USING 'T' HANDLE, WHILE ON APPROACH. TORQUE MANAGEMENT SYSTEM (TMS) ACTUATOR WAS FOUND STUCK IN THE FULLY EXTENDED POSITION. TMS ACTUATOR REPLACED, ENGINES WERE GOUND RUN SERVICEABLE AND THE AIRCRAFT RETURNED TO SERVICE. PART TC: 2,284.									
7830			PWA JT9D7R4D			LINK 7831140P07	BENT RT ENGINE		4/8/93 CA930518507
(CAN) RIGHT ENGINE FAN CASE EXIT LINER MISSING AT 11 O'CLOCK POSITION. TWO DRAG LINKS BENT, THREE HOLES FOUND, TWO IN FAN EXIT UPPER PANEL, ONE IN CORE PANEL HOLES 3 BY 1 INCH.									
7933			PWA JT8D9A			PROBE 28433	FAILED NR 1 OIL TEMP		4/1/93 CA930513119
(CAN) IN CRUISE FL 290, NR 1 ENGINE OIL TEMPERATURE WENT TO -10 DEGREES AND SLOWLY SANK TO -30 DEGREES WHERE IT STAYED. THE AIRCRAFT RETURNED TO BASE. THE OIL TEMPERATURE PROBE WAS REPLACED.									
8120			LYC ALF502R5			SEAL 2337132	LEAKING SUPERCHARGER		11/21/97 CA971216008
(CAN) OIL FOUND IN SUPERCHARGER. NR 9 SEAL REPLACED.									
8120			LYC ALF502R5			SEAL 2337132	LEAKING SUPERCHARGER		11/27/97 CA971216014
(CAN) OIL FOUND IN NR 3 ENGINE SUPERCHARGER. NR 3 SEAL REPLACED.									
8530			WRIGHT R182022		WRIGHT	CYLINDER 893755	SCORED NR1 ENG NR 5 CYL	523	5/21/93 CA930614304
(CAN) PILOT OBSERVED NR 1 ENGINE OIL TEMP CLIMBING AND EXECUTED A PRECAUTIONARY ENGINE SHUTDOWN. INSP REVEALED NR 5 CYLINDER HAD NO COMPRESSION. OIL FILTERS CHECKED AND ENGINE WAS REPLACED DUE TO METAL CONTAMINATION.									
2211		AIRBUS A310300				FLIGHT CONTROL	FAILED NR 1	3957	4/9/93 CA930513120
(CAN) ON TAKEOFF, AUTO THROTTLE SWITCH DROPPED OFF FOLLOWED BY NR 1 AUTOPILOT, NR 2 AUTOPILOT WOULD NOT ENGAGE. MAINTENANCE GROUND TEST OF AFCS INDICATED A FAILURE. THE FIRST POSSIBILITY NR 1 FCU AND THE SECOND POSSIBILITY NR 1 FCC. ON RETURN TO BASE, FCU CHANGED AND APPROPRIATE TESTS CARRIED OUT.									
2611		AIRBUS A310324				SMOKE DETECTOR CG7PO	INOPERATIVE AFT CARGO		11/3/97 CA971110010
(CAN) AFTER WALK-AROUND AND DURING COCKPIT CHECK AND CARGO DOOR OPEN, ECAM MESSAGE INDICATED SMOKE WARNING. TROUBLESHOOTING REVEALED AFT CARGO DETECTOR AT FAULT. SMOKE DETECTOR DEACTIVATED TO PREVENT FURTHER FALSE WARNINGS. AIRCRAFT DISPATCHED UNDER MEL 26-10.									
2150		AIRBUS A320211				AIR CYC MACH 757A1	FAILED NR 1 AIR COND		11/26/97 CA971208012
(CAN) STRONG ELECTRICAL BURNING SMELL DETECTED AFTER TAKEOFF, CHANGED TO HOT SMELL THEN DISSIPATED. MAINTENANCE INVESTIGATION REVEALED NR 1 AIR CONDITIONING PACK HAD FAILED. NR 1 AIR CYCLING MACHINE WAS REPLACED. SYSTEM OPERATIONALLY CHECKED SERVICEABLE.									
2780		AIRBUS A320211				SLAT	MALFUNCTION LT-RT WING		11/10/97 CA971125012
(CAN) ON APPROACH, FLIGHT CONTROL SLAT FAULT DISPLAY ON CFDS WHEN FLAPS SELECTED TO NR 1. FLAPS RESELECTED. NO CHANGE SLATS REMAINED IN. AIRCRAFT LANDED WITHOUT SLATS. SYSTEM RESET THROUGH CFDS. PERFORMED 1 AND 2 TESTS, NO FAULT FOUND. SLAT/FLAP OPERATION CARRIED OUT SERVICEABLE.									

INTERNATIONAL SERVICE DIFFICULTY REPORT SUMMARY (cont'd)

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3140		AIRBUS A320211				ELECTRONIC UNIT 1519M83P02	FAILED NR 2 ENG FADEC	2409	3/29/93 CA930513110
(CAN) AIRCRAFT RETURNED AFTER 45 MINUTES INTO FLIGHT DUE TO ECAM MESSAGE "ENG 2 FADEC" ON STATUS PAGE. ELECTRONIC CONTROL UNIT NR 2 REPLACED.									
3231		AIRBUS A320211				SELECTOR VALVE	MALFUNCTION GEAR DOOR		1/27/97 CA980217040
(CAN) ON CLIMB-OUT, LANDING GEAR SLOW TO RETRACT. ECAM WARNING, LANDING GEAR DOORS NOT CLOSED. GEAR CYCLED ON APPROACH, NO FURTHER PROBLEMS. MAINTENANCE PERFORMED BITE TEST, UNIT PASSED TEST. FURTHER TO PREVIOUS SEQUENCE NR 0211247 AFTER TAKEOFF, GEAR WOULD NOT RETRACT. THREE RED LIGHTS, THEN NOSE GEAR GREEN ON BRIEFLY, THEN GEAR RETRACTED. MAINTENANCE ACTION INVOLVED REPLACING GEAR AND DOOR SELECTOR VALVE.									
3244		AIRBUS A320211			C201951521	TIRE V2753	BLOWN NR 1		5/19/93 CA930526102
(CAN) NR 1 TIRE BURST ON TAKEOFF. UNSCHEDULED LANDING INITIATED, AIRCRAFT LANDED SAFELY. INVESTIGATION INDICATED A SHARP OBJECT HAD PIERCED THE TIRE ON TAKEOFF (F O D). ALSO, THE PIERCED TIRE ALONG WITH TIRE ROTATION CAUSED THE TIRE TREAD TO SHED.									
3246		AIRBUS A320211				WHEEL ASSEMBLY 32211	BLOWN TIRE RIGHT HAND		11/13/97 CA971125013
(CAN) DURING TAKEOFF, BOTH RIGHT HAND TIRES BLEW. AIRCRAFT LANDED AND SMALL FIRE BROKE OUT AFTER LANDING. FIRE EXTINGUISHED BY AIRPORT EMERGENCY SERVICE. NR 3 AND NR 4 BRAKE AND WHEEL ASSEMBLY REPLACED. BRAKE ASSEMBLY P/N 2-1600.									
3250		AIRBUS A320211				STEERING UNIT	MALFUNCTION NLG	9329	4/19/93 CA930518501
(CAN) NOSE WHEEL HYDRAULIC PRESSURE LOSS INDICATED ON LANDING. NOSE WHEEL STEERING AND BRAKE 2 FAULT APPEARED ON SCREEN. CHECKED NR 1 AND NR 2 BRAKE STEERING CONTROL UNIT THROUGH CENTRALIZED FAULT DISPLAY SYSTEM. SYSTEM RETURNED TO NORMAL. PART TC: 4,484.									
5730		AIRBUS A320211				PANEL	LOOSE RIVETS RT WING UPPER		5/17/93 CA930526104
(CAN) PANEL ON RT WING UPPER SURFACE WAS OBSERVED TO BE LIFTING UP DURING FLIGHT. ON SUBSEQUENT MAINTENANCE INSPECTION SECURING FOR PANELS WAS FOUND MISSING. MISSING FASTENERS WERE REPLACED.									
7230		AIRBUS A320211	CFMINT CFM565A1			ENGINE	COMPRESSOR STALL NR 1		11/25/97 CA971208013
(CAN) ON TAKEOFF, AIRCRAFT ENCOUNTERED A LARGE FLOCK OF BIRDS. EXPERIENCED NR 1 ENGINE COMPRESSOR STALLS. TAKEOFF ABORTED. ALL ENGINE PARAMETERS REMAINED NORMAL. MAINTENANCE PERSONNEL CARRIED OUT BIRD STRIKE INSPECTION, NO DAMAGE FOUND. ALSO, BORESCOPE CHECK OF NR 1 ENGINE CARRIED OUT, CHECKED SERVICEABLE.									
7600		AIRBUS A320211	GE CFM565A		CFMINT	STOP MECHANISM 3282973	SEIZED VBV NR 2 ENGINE	2987	5/31/93 CA930617105
(CAN) AIRCRAFT REJECTED TAKEOFF DUE TO RISING EGT ON NR 2 ENGINE. MAINTENANCE FOUND NR 2 ENGINE VARIABLE BLEED VANE FUEL GEAR MOTOR AND STOP MECHANISM SEIZED. GEAR MOTOR REPLACED AND AIRCRAFT RETURNED TO SERVICE.									
8011		AIRBUS A320211	GE CFM565A			STARTER 3555824	FAILED NR 2 ENGINE		10/27/97 CA971113020
(CAN) AIRCRAFT RETURNED TO DEPARTURE GATE DUE TO NR 2 ENGINE STARTER QUILL SHAFT FAILURE. DEFECTIVE STARTER REPLACED.									
3246		AIRBUS A319114				NOSE WHEEL 32221	WRONG PART NLG		11/9/97 CA971125011
(CAN) DURING MAINTENANCE TRIP CHECK, FOUND A320 NOSE WHEEL INSTALLED. CORRECT NOSE WHEEL ASSEMBLY INSTALLED.									

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7322		AIRTRC AT301	PWA R1340AN1		BENDIX	CARBURETOR BAY9E1	FAILED ENGINE		4/24/93 CA930527202
(CAN) ENGINE STOPPAGE DUE TO CARBURETOR MALFUNCTION.									
2100		BAG BAE146200A	LYC ALF502R5			AIR CONDITIONING	SMOKE CABIN AIR		10/30/97 CA971113011
(CAN) ON TAXI, CABIN FILLED WITH HAZE AND SMOKE. AIRCRAFT RETURNED TO GATE. COMPLETE SYSTEMS RUN, NOTHING FOUND.									
2131		BAG BAE146200A	LYC ALF502R5			CONTROLLER 2783A	FAILED CABIN PRESS	15690	11/27/97 CA971216013
(CAN) PRESSURIZATION CONTROLLER FAILED TO RESPOND TO AUTO OR MANUAL CONTROL. PART TC: 17,403.									
2150		BAG BAE146200A	LYC ALF502R5			HEAT EXCHANGER 4754C	DIRTY NR 2 PACK	20351 2600	11/13/97 CA971216002
(CAN) NR 2 PACK WOULD NOT COME ON-LINE WITH APU AIR. ON GROUND RUN WITH ENGINES RUNNING NR 2 PACK, IT CAUSED SMOKE IN THE CABIN AND DUCT TEMPERATURE VERY HOT. PRIMARY HEAT EXCHANGER AND SECONDARY EXCHANGER P/N 4756C000 REPLACED.									
4950		BAG BAE146200A			GARRTT	APU 38000844	LEAKS OIL SYS	7659 185	2/23/93 CA930513103
(CAN) STRONG SMELL OF OIL WHEN APU AIR AND PACKS TURNED ON. APU REPLACED. PART TC: 3,398.									
5610		BAG BAE146200A	LYC ALF502R5		PPG	WINDSCREEN NP17121	SHATTERED PILOTS	9127	11/21/97 CA971210016
(CAN) CAPTAIN'S 'B' WINDSCREEN SHATTERED (OUTER PANEL) IN-FLIGHT. PART TC: 7,695.									
5610		BAG BAE146200A			LUCAS NF20216246	WINDSHIELD NF2216246	SHATTERED 1ST OFFICERS		5/22/93 CA930604102
(CAN) FIRST OFFICER'S WINDSCREEN SHATTERED. AIRCRAFT T: 21,181 HOURS.									
7230		BAG BAE146200A	LYC ALF502R		204322501	BOLT	MISSING FAN STATOR BAND		5/17/93 CA930531603
*****	(CAN) DURING INSPECTION OF THE ENGINE FAN AREA, THE FAN STATOR FAN BAND RETAINING BOLTS AT THE 6, 8 AND 10 O'CLOCK POSITIONS, LOOKING FROM THE REAR, WERE MISSING. THIS ALLOWED THE STATOR BAND TO CONTACT THE EXIT GUIDE VANES AND GOUGE THEM. THE DEEPEST GOUGE BEING .250 INCH. THE BOLTS WERE NOT FOUND AND WERE PRESUMED TO HAVE PASSED OUT OF THE FAN DUCT AND WENT OVERBOARD.								
7250		BAG BAE146200A	LYC ALF502R5			NOZZLE 21211R67	CRACKED 2ND STAGE TURBN	9853 1335	5/14/93 CA930604104
(CAN) NR 2 ENGINE WAS REPLACED DUE TO EXCESSIVE DETERIORATION OF NR 2 TURBINE NOZZLE. PART TC: 12,509 HOURS.									
2611		BAG JETSTM3212			FENWAL	SMOKE DETECTOR 72111211	FAILED BAG COMPT	9211	5/19/93 CA930604103
(CAN) SMOKE LIGHT ON IN-FLIGHT. BAGGAGE SMOKE DETECTOR REPLACED.									
2842		BAG JETSTM3212				FLOAT	CRACKED RT FUEL QTY	9066	4/22/93 CA930527102
(CAN) RT FLOAT OF MAGNASTICK INDICATOR CRACKED.									
2910		BAG JETSTM3212				HYD LINE 137311D763	CRACKED HYD SYS S1	9612	5/26/93 CA930608101
(CAN) HYDRAULIC FLUID LINE S1 FOUND CRACKED.									

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3150		BAG JETSTM3212				ANNUNCIATOR PANL D46311	FAILED COCKPIT	8307	5/4/93 CA930528101
(CAN) ON TAXI, TOP ROW OF CAUTION LIGHTS CAME ON AND POD SMOKE CAPTION. ALSO, RADIO FREQUENCY DISPLAYS WENT BLANK. CAP REPLACED.									
3150		BAG JETSTM3212				CAP PANEL D46301001	FAILED ANNUNCIATOR	2473	5/4/93 CA930521104
(CAN) POD SMOKE LIGHT CAME ON DURING TAXI. POD OK. ANNUNCIATOR PANEL REPLACED. PART TC: 3,279.									
2435		BEECH A100	PWA PT6A28		LEARSIEGLER 23048018	BEARING	FAILED STARTER/GEN	195	5/12/93 CA930518402
(CAN) GENERATOR DROPPED OFF LINE IN-FLIGHT, BUT PILOT ABLE TO SELECT BACK ON. AFTER LANDING RESTART ATTEMPTED, STARTER DID NOT RESPOND. INSP FOUND REAR BEARING OF STARTER GENERATOR HAD FAILED CAUSING A LOT OF DAMAGE TO COOLING FAN.									
7250		BEECH A100	PWA PT6A28			BOLT MS95744	WRONG PART CT SHROUD HOUSNG	1486	11/13/97 CA971118011
(CAN) DURING AN HSI ON THE NR 2 ENGINE, THERE WERE SEVEN P/N MS9574-04 BOLTS FOUND INSTALLED ON THE COMPRESSOR TURBINE SHROUD HOUSING. THESE BOLTS ARE THE WRONG MATERIAL FOR THIS INSTALLATION. THE PROPER BOLTS SHOULD BE P/N 3012061 OR P/N MS9714-04.									
7603		BEECH A100	PWA PT6A28			ROD END 993800051	DETACHED LT ENGINE	4000	5/3/93 CA930513301
(CAN) ROD END AT ENGINE SIDE OF IDLE CONTROL CABLE FOUND LOOSE AND DETACHED. PART TC: 3,943.									
2612		BEECH 1900C	PWA PT6A65B			FIRE LOOP	LOOSE RT FIRE WARN		10/24/97 CA971118009
(CAN) DURING LANDING APPROACH, RT FIRE WARNING LIGHT CAME ON INTERMITTENTLY. ON ROLL-OUT, LIGHT CONTINUED TO FLICKER IN RELATION TO TAXIING VIBRATIONS. MAINTENANCE INVESTIGATION REVEALED A CLAMP RETAINING THE LOOP HAD COME LOOSE, ALLOWING THE LOOP TO CONTACT EXHAUST CASE. FAULT RECORDED AND AIRCRAFT RELEASED.									
7200		BEECH 1900C	PWA PT6A65B			ENGINE	FAILED NR ENGINE	1928	12/2/97 CA971223008
(CAN) DURING CLIMB-OUT, SPARKS BEGAN TO ISSUE FROM EXHAUST PIPES AND HEAVY VIBRATIONS WERE FELT FROM THE NR 1 ENGINE. THE ENGINE WAS SHUTDOWN AND THE AIRCRAFT RETURNED TO ITS POINT OF DEPARTURE. POST-FLIGHT INSPECTION FOUND THE INLET SCREEN PUNCTURED FROM INSIDE OUT AND PIECES OF METAL IN THE COWLING. THE ENGINE WAS REMOVED AND SENT TO THE MANUFACTURER FOR INVESTIGATION.									
3260		BEECH 200BEECH				WIRE	BROKEN RT MLG DOWNLOCK	5380	5/27/93 CA930609215
(CAN) WHEN GEAR SELECTED DOWN, RT GEAR DOWN LIGHT DID NOT ILLUMINATE. WIRE TO RT MLG DOWNLOCK SWITCH BROKEN AT BEND WHERE DRAG BRACE JOINS TRUNNION. A LOT OF FLEXING AT THIS POINT.									
5313		BEECH 200BEECH	PWA PT6A41			STRINGER	CRACKED REAR PRESS.BLKHD	12365	12/5/92 CA930531202
(CAN) BULKHEAD STRINGER NR 8 LT, AFT OF REAR PRESSURE BULKHEAD FOUND CRACKED. BEECH CONTACTED, APPARENTLY A REPAIR AVAILABLE. WHILE WAITING FOR REPAIR, NR'S 10 LT AND 8, 9, AND 10 RT HAD CRACKS BECOME APPARENT.									
3230		BEECH 58TC	CONT TSIO520L			ROD 3581512547	CRACKED RT MLG	1650	4/19/93 CA930611408
(CAN) ON GEAR DOWN SELECTION, CIRCUIT BREAKER TRIPPED 3 TIMES. ON FOURTH TRY, GEAR CAME DOWN OK. INSPECTION FOUND GEAR NOT COMPLETELY DOWN AND ROD ASSY BENT AND CRACKED.									

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3252		BEECH A65				SHIMMY DAMPENER 58273	BROKEN NOSE LDG GEAR		5/23/93 CA930531302
*****	(CAN) SHIMMY DAMPENER REINSTALLED BACKWARDS AFTER SERVICING. THIS CAUSED NOSE GEAR STRUT TO CRACK AND SEPARATE AT SHIMMY DAMPENER ATTACH POINT ALLOWING SHIMMY DAMPENER TO SWING FREELY AND BIND ON NOSE GEAR WHEEL WELL RESTRICTING OPERATION OF LANDING GEAR. EMERGENCY LANDING CARRIED OUT.								
5740		BEECH D95A				WASHER	MIS INSTALLED WING BATHTUB		4/5/93 CA930518109
	(CAN) RADIUS WASHER IN WING LT LOWER, FORWARD, OUTBOARD BATHTUB FITTING FOUND INSTALLED BACKWARDS.								
6122		BEECH D95A		HARTZL HC92WK2	WOODWARD HE7213	VALVE HE7213	FAILED NR 1 PROP GOV		5/10/93 CA930518301
	(CAN) DURING A TRAINING FLIGHT, A FULL FEATHER SHUTDOWN WAS PERFORMED ON NR 1 ENGINE. WHEN A RESTART WAS ATTEMPTED THE PROP CAME OUT OF FEATHER BUT THE ENGINE FAILED TO START. AN INSPECTION OF THE UNFEATHERING SYSTEM REVEALED THE UNFEATHERING VALVE WAS LEAKING INTERNALLY. THE UNFEATHERING VALVE WAS REPLACED. THE AIRCRAFT WAS TEST FLOWN SERVICEABLE AND RETURNED TO SERVICE.								
2750		BEECH B99	PWA PT6A28		1005240741	GEARS 26	STRIPPED OUTBD DRIVE GEAR	3/1/97 4235	CA970327032
	(CAN) DURING MAINTENANCE WHILE OPERATING FLAPS, THE OUTBOARD FLAPS STOPPED OPERATING. FLAP GEARBOX FOUND WITH OUTBOARD DRIVE GEARS STRIPPED AND WORN EXCESSIVELY. PART TC: 7,787.								
3221		BEECH B99	PWA PT6A28			BEARING BLOCK 11541294	CRACKED NLG RT		1/8/97 CA970327028
	(CAN) RIGHT HAND NOSE GEAR BEARING BLOCK FOUND CRACKED AT BOTH RADII.								
3233		BEECH 99	PWA PT6A28			MOTOR 1153825	FAILED MLG	3/26/97 3846	CA970401011
	(CAN) AFTER TAKEOFF AND GEAR SELECTED UP, THE GEAR DID NOT OPERATE. PILOT STARTED EMERGENCY PROCEDURES AND GEAR CAME UP. GEAR WOULD THEN NOT EXTEND AND THE EMERGENCY SYSTEM WAS USED. AIRCRAFT LANDED OK, AND GEAR MOTOR WAS REPLACED. PART TC: 7,003.								
7160		BNORM BN2A21	LYC IO540K1B5			HOSE DUCT TU195MM660MMCC	COLLAPSED INDUCTION LT	1435	3/30/93 CA930518115
	(CAN) ON POWER APPLICATION FOR TAKEOFF, LT ENGINE TOPPED AT 2,200 RPM. ABORTED. INDUCTION HOSE/DUCT COLLAPSED. SB 95 CARRIED OUT 6.3 HRS PREVIOUS.								
2211		BOEING 727171C	PWA JT8D7A			AIR DATA SENSOR 2585831	MALFUNCTIONED AUTOPILOT		4/26/93 CA930609206
	(CAN) AUTOPILOT WOULD OVERSHOOT HEADINGS DURING CLIMB.								
2430		BOEING 727171C	PWA JT8D7A			RELAY A419553355	FAILED DC SYS POWER		5/31/93 CA930609207
	(CAN) POWER WAS STILL ON WHEN THE POWER SWITCH WAS TURNED OFF.								
2913		BOEING 727233	PWA JT8D15		ABEX 5509808	PUMP 55988	SHEARED SHAFT NR 1 HYD	4505 2359	10/14/97 CA971113074
	(CAN) NR 1 HYDRAULIC SYSTEM WOULD NOT PRESSURIZE AFTER START-UP. SHAFT SHEARED. REPLACED. PART TC: 1,831.								
2913		BOEING 7272J4	PWA JT8D17			PUMP 571866	FAILED NR 1 HYD		11/2/97 CA971117007
	(CAN) DURING CLIMB, NR 1 HYDRAULIC PUMP FAILED. AIRCRAFT RETURNED. PUMP REPLACED.								

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3230		BOEING 727225	PWA JT8D7B			SENSOR	ADJUSTMENT LT MLG		5/27/93 CA930611411
(CAN) AFTER TAKEOFF, GEAR WOULD NOT RETRACT.									
3242		BOEING 727171C	PWA JT8D7A			BRAKE 357378	JAMMED NR 4	1090	4/22/93 CA930609210
(CAN) NR 4 TIRE HAD SCUFF MARK. WHEEL ASSY REMOVED. A NUMBER OF LINING RIVETS HAD SHEARED THUS JAMMING THE BRAKE. PART TC: 683.									
3414		BOEING 727233	PWA JT8D15			AIRSPEED INDICTR	FAILED NR 2		10/15/97 CA971113069
(CAN) NR 2 AIR SPEED INDICATOR NOT OPERATING ON TAKEOFF. REPLACED.									
3420		BOEING 727171C	PWA JT8D7A			GYRO 757V4	SLUGGISH STDBY HORIZ		5/3/93 CA930609211
(CAN) SLUGGISH OPERATION OF THE STANDBY HORIZON AND OCCASIONAL INTERMITTENT OPERATION.									
3610		BOEING 7272J4	PWA JT8D17			DUCT	LEAKING NR 1 BLEED PACK		11/1/97 CA971117006
(CAN) ON TAKEOFF, THE NR 1 ENGINE EGT WAS ABNORMALLY HIGH. FUEL WAS DUMPED AND THE AIRCRAFT RETURNED TO DEPARTURE POINT. INSPECTION FOUND NR 1 BLEED PACK DUCT AT OUTLET OF PACK VALVE LEAKING. DUCT SECURED, LEAK CHECK CARRIED OUT, AND THE AIRCRAFT RETURNED TO SERVICE.									
3610		BOEING 72790C	PWA JT8D7B			CLAMP BACC1DU15AB	LOOSE NR 1 STRUT		10/8/97 CA971113071
(CAN) NR 1 STRUT OVERHEAT LIGHT CAME ON WHEN WING TAI WAS COMMANDED. STRUT OVERHEAT CONDITION CHECKLIST CARRIED OUT AND AIRCRAFT LANDED. CLAMP ON AIR SUPPLY LINE HAD FAILED. REPLACED.									
5230		BOEING 727171C	PWA JT8D7A			DOOR STOP 65534333	CRACKED CARGO DOOR	40789	5/27/93 CA930609214
(CAN) FORWARD CARGO DOOR STOP CRACKED. PART TC: 28,734. AIRCRAFT TT: 43,294 HOURS.									
5230		BOEING 727171C	PWA JT8D7A			DOOR STOP 65534334	CRACKED CARGO FWD STOP	40789	5/27/93 CA930609213
(CAN) FORWARD STOP ON THE FUSELAGE SIDE OF THE FORWARD CARGO DOOR CRACKED AT THE CONTACT STOP MOUNTING HOLE. PART TC: 28,734. AIRCRAFT TT: 43,294 HOURS.									
5245		BOEING 72751C	PWA JT8D7B			PANEL 6539534	CRUMPLED AIR COND		11/13/97 CA971212001
(CAN) AFTER TAKEOFF, SMALL BANG WITH VIBRATION NOTICED. AIRCRAFT DIVERTED. AIR CONDITIONING ACCESS PANEL HANGING ON ONE FASTENER AND CRUMPLED. NO OTHER DAMAGE. REPAIRED. AIRCRAFT TT: 43,053 HOURS.									
5320		BOEING 727171C	PWA JT8D7A			DOOR FRAME	CORRODED BS 1110	43982	10/23/97 CA971113030
(CAN) AFT CARGO DOOR FRAME AT BS 1110 STRINGER 26 RIGHT TO 27 RIGHT WAS FOUND CORRODED. REPAIRED. AIRCRAFT TT: 43,882 HOURS.									
7220		BOEING 727233	PWA JT8D15			SPACER CASING	FAILED NR 3 ENGINE		10/30/97 CA971113070
*****	(CAN) THE AIRCRAFT SUFFERED A COMPLETE LOSS OF POWER ON NR NR3 ENGINE DURING CLIMB-OUT. INVESTIGATION FOUND COMPRESSOR DAMAGE CAUSED BY THE INGESTION OF FAILED SECTIONS OF A SPACER CASING BETWEEN THE INLET GUIDE VANE CASE AND THE FIRST STAGE COMPRESSOR.								

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7312		BOEING 727217	PWA JT8D17			FUEL HEATER 32115	FAULTY NR ENGINE	5439	11/19/97 CA971212002
(CAN) FUEL HEAT VALVE STUCK OPEN ON NR 2 ENGINE. FUEL HEAT VALVE REPLACED.									
7322		BOEING 727233	PWA JT8D15			FUEL CONTRL UNIT	MALFUNCTION NR 2 ENGINE		10/8/97 CA971113073
(CAN) COMMENCING TAKEOFF ROLL, NR 2 ENGINE DECELERATED TO IDLE AND HAD NO THRUST LEVER RESPONSE. THE TAKEOFF WAS REJECTED AND THE AIRCRAFT RETURNED TO BLOCKS. MAINTENANCE FOUND NO FAULT. THE FUEL CONTROL UNIT AND THE ENGINE DRIVEN FUEL PUMP WERE REPLACED, AS A PRECAUTIONARY MEASURE, THE ENGINE WAS GROUND RUN SERVICEABLE AND THE AIRCRAFT RETURNED TO SERVICE.									
2312		BOEING 737275	PWA JT8D9			RECEIVER 5224280101	FAILED NR 2 VHF		5/16/93 CA930526103
(CAN) CREW REPORTED NR 2 VHF NAVIGATION U/S AND TRANSFER TO ALL ON ONE DID NOT FIX PROBLEM.									
2400		BOEING 737275	PWA JT8D9A		941D3352	BUS TIE BREAKER 941D3352	FAILED ELECT SYS		11/17/97 CA971216020
(CAN) NR 2 CONSTANT SPEED DRIVE (CSD) FAILURE, APU WOULD NOT TAKE LOAD. BUS TIE BREAKER (BTB) AND CSD REPLACED.									
2410		BOEING 737275	PWA JT8D9A		SUNDSTRAND	CSD 699647A	FAILED NR 2		11/17/97 CA971216019
(CAN) AIR TURNBACK DUE TO NR 2 CONSTANT SPEED DRIVE (CSD) FAILURE, APU WOULD NOT TAKE LOAD, CSD REPLACED AND THE AIRCRAFT WAS RETURNED TO SRVICE.									
2721		BOEING 737200	PWA JT8D17			CABLE	MISROUTING BS 520		3/26/93 CA930513121
(CAN) RUDDER TRIM CABLE NOT CENTERED ON GUIDE PULLEY AT STA 520. ROUGHNESS ON RUDDER TRIM CONTROL KNOB. CABLE WAS ROUTED BEHIND APU FUEL LINE CLAMP, GROUND CABLE CLAMP AND WEARING INTO APU FUEL LINE.									
2910		BOEING 737217	PWA JT8D17			LINE	LEAKING A HYD SYS		5/27/93 CA930601101
(CAN) NR 1 ENGINE A-HYDRAULIC LOW PRESSURE LIGHT CAME ON. TWO MINUTES LATER THE NR 2 LOW PRESSURE LIGHT CAME ON. PUMP SWITCHES TURNED OFF FIVE MINUTES LATER. ALL NORMAL.									
2910		BOEING 737275				HOSE ASSY BACH8B04NN0214T	RUPTURED NLG		4/21/93 CA930513114
(CAN) UNABLE TO RETRACT NLG. LINE TO UPLOCK ACTUATOR, HOSE ASSY RUPTURED.									
3221		BOEING 737242C			65458454	FITTING 65458454	CRACKED NLG	61439	3/24/93 CA930513112
(CAN) LOOSE BUSHING IN NLG DOWNLOCK ACTUATOR LOWER RT MOUNT BORE. AFTER REWORK NDT REVEALED CRACK ON THE PERIPHERY OF THE INBOARD BORE AREA.									
3230		BOEING 737217	PWA JT8D17A			BOLT NAS6643	CORRODED MLG	23055	10/7/97 CA971113017
(CAN) BOLT SECURING LOCK BRACE SHAFT TO LOCK BRACE CORRODED APPROXIMATELY 50 PERCENT THROUGH SHANK. REPLACED.									
3240		BOEING 737217				CABLE	DIRTY TELEFLEX CABLE		3/29/93 CA930513109
(CAN) AFTER NORMAL FIRM TOUCHDOWN ON DRY RUNWAY, THE SPEED BRAKES DID NOT DEPLOY AND WHEEL BRAKES WOULD NOT APPLY. AFTER NOSE GEAR CONTACT AND SPEED 100 KNOTS, BRAKES ON SHARPLY NORMAL DECELARATION THRUST REVERSERS NORMAL.									

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3442		BOEING 737275	PWA JT8D9A		ALIDSIGNAL 20671570153	TRANSCIEVER 267157153	INTERMITTENT WX RADAR		11/3/97 CA971113021
(CAN) AIRCRAFT RETURNED DUE TO UNSERVICEABLE WEATHER RADAR, TEST NORMAL. 2ND UNIT INSTALLED. ANTENNA REPLACED.									
3510		BOEING 7372T7	PWA JT8D17			HOSE ASSEMBLY 1734735	RUPTURED CREW OXY		10/27/97 CA971113019
(CAN) AIRCRAFT DIVERTED DUE TO EXCESSIVE LEAKAGE IN CREW OXYGEN SYSTEM. HOSE RUPTURED. REPLACED.									
5312		BOEING 737242C	PWA JT8D9			WEB 6546568567	CORRODED BS1016 BL 0	61712	5/27/93 CA930601102
(CAN) CORROSION FOUND DURING C-CHECK CARD 6003. PRESSURE BULKHEAD LOWER CENTER RIB PARTIAL REPLACEMENT AND EXTRUSION AT SAME AREA. PARTIAL REPLACEMENT CARRIED OUT.									
7312		BOEING 737217	PWA JT8D17			FUEL HEAT VALVE 320115	FAULTY NR 2 ENGINE		5/18/93 CA930526101
(CAN) NR 2 ENGINE OVERHEAT CAME ON DURING CRUISE, THROTTLE RETARDED LIGHT EXTINGUISHED. 20 MINUTES LATER, LIGHT ILLUMINATED AND WOULD NOT EXTINGUISH WITH ENGINE AT IDLE POWER. ENGINE SHUTDOWN AND FLIGHT DIVERTED. RECTIFICATION - REPLACED FUEL HEATER VALVE AND SYSTEM GROUND CHECKED SERVICEABLE.									
7714		BOEING 737275C	PWA JT8D9			CONNECTOR	ARCING NR 1 TACH GEN		6/2/93 CA930617106
(CAN) UNABLE TO TALK ON NR 1 VHF COMM. WITH SQUELCH HELD DOWN ABLE TO TALK TO DISPATCH. TRIED ALL MICS WITH NO RESULTS. NR 1 AND NR 2 COAX CABLES SWITCHED NR 1 VHF SERVICEABLE, NR 1 ENGINE TACH GENERATOR ARCING CAUSING INTERFERENCE.									
7933		BOEING 737242C	PWA JT8D9A			TEMP BULB 56B17D	FAULTY NR 1 ENG OIL		4/2/93 CA930517102
(CAN) NR 1 ENGINE OIL TEMPERATURE WENT TO -40 DEGREES IN-FLIGHT. NR 1 ENGINE OIL TEMP BULB U/S. NR 1 ENGINE TEMPERATURE BULB REPLACED.									
3211		BOEING 747475				BOLT BAC30US5K15	SHEARED LT GEAR		4/12/93 CA930513115
(CAN) DURING NR 1 'C' CHECK, FOUND ONE FASTENER SHEARED AT THE LT BODY GEAR INBOARD TRUNNION VERTICAL SUPPORT FITTING AND THE UPPER STRUT ATTACHMENT FITTING THROUGH THE WHEEL WELL PRESSURE DECK AT STN 1460 LBL 33.94, FASTENER REPLACED.									
3242		BOEING 747475			BFGOODRICH 215152	O-RING 651269	MISSING BRAKE		10/20/97 CA971113015
(CAN) ON DISASSEMBLY OF BRAKE PISTON, FOUND "O" RING MISSING. REPLACED.									
4920		BOEING 747*				APU PW901A	FAILURE IDLER GEAR	4911	5/2/93 CA930519705
*****	(CAN) SMOKE IN THE COCKPIT OCCURRED WITH APU IN OPERATION AFTER AIRCRAFT HAD LANDED. APU REMOVED AND FOLLOWING OBSERVATIONS WERE REPORTED. UPPER IDLER GEAR HAS A 2 INCH SECTION MISSING AND THE REMAINING TEETH COMPLETELY WORN. LOWER IDLER GEAR HAS THE CENTER AREA OF THE SPLINES COMPLETELY WORN. COOLING FAN ASSEMBLY HAS ALL FAN SHAFT GEAR TEETH FRACTURED. LARGE QUANTITY OF METAL ON LGB CHIP DETECTOR AND SCREEN. OIL IN LGB CAVITY RESULTED FROM METALLIC DEBRIS BLOCKING THE OIL SCAVENGE LINE. PART TC: 4,834.								
5310		BOEING 747475				SHIMS	MIGRATING FUSELAGE		4/13/93 CA930517101
(CAN) DURING NR 1 'C' CHECK, FOUND NUMEROUS SHIMS IN FUSELAGE STRUCTURE MIGRATING AT RT WING TO CENTER SECTION AFT UPPER FITTING. FUSELAGE DRAG ANGLE FITTING ATTACHMENT TO RT AND LT CENTER SECTION WING BOX LOWER SKIN AT WING BOX FRONT SPAR SECTION 42-44 APPROX. STA 990. WING TO BODY SPLICE SHIMS BELOW NR 3 CABIN DOOR.									

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2720		BOEING 767375				LINK 251T37331	SHEARED YAW DAMPER	4/5/93	CA930513117
(CAN) REPEATED SNAGS OF 4 TO 5 UNITS OF RIGHT RUDDER TRIM REQUIRED IN CLIMB CRUISE AND DESCENT AUTOPILOT ON OR OFF. DUTCH ROLL ENCOUNTERED DURING LIGHT TURBULANCE. RUDDER REQUIRED 7.5 DEGREES RIGHT RUDDER AT 330 KTS AND DOWN 5 DEGREES AT 270 KTS. IAS RIVETS SHEARED AT YAW DAMPER SHEAROUT LINK.									
3242		BOEING 767375				BOLT BACB30UU6K68D	SHEARED NR 5 WHEEL	4/5/93	CA930513118
(CAN) SEVERE BRAKE GRAB OCCURRED EARLY IN LANDING ROLL. ON TAXI, RIGHT HYDRAULIC QUANTITY DROPPED TO .67 AT GATE. NR 5 WHEEL SHOWED DAMAGED TORSION BAR. TORSION BAR RETAINING PIN MISSING BRAKE ROTATED ON AXLE.									
7314		BRAERO BAE1251000	GARRTT TFE7315R		VICKERS	DRIVE SHAFT	SHEARED FUEL PUMP TO FCU	5/5/93	CA930518407
(CAN) FUEL CONTROL REMOVED DUE TO INTERMITTENT HUNG START PROBLEM. DRIVE SHAFT FUEL PUMP TO FCU FOUND SHEARED. WITH SHAFT SHEARED, FCU OPERATES NORMALLY IN COMPUTER MODE, BUT ENGINE WOULD OVERSPEED WITHOUT PROTECTION UPON REVERSION TO MANUAL MODE.									
5711		BRAERO HS7482A				BOOM ANGLE	CRACKED RT WING	4/29/93	CA930526401
(CAN) DURING COMPLIANCE WITH SSID 57-10-10 A CRACK WAS FOUND ALONG THE RADIUS OF THE LOWER FORWARD BOOM ANGLE ATTACHING THE REAR SPAR TO THE LOWER WING SURFACE AT STN 91. RT WING TOTAL CRACK LENGTH 3.5 INCHES. AIRCRAFT TT: 33,100 HOURS.									
2750		CESSNA 150L			C3010020308	SWITCH BAR	LOOSE FLAP	7923	6/9/93
(CAN) PILOT REPORTED FLAP FUSE HAD BLOWN. FLAP SWITCH BAR WAS LOOSE IN FLAP TRANSMISSION HOUSING ALLOWING FLAP ACTUATOR TO OVERRUN FLAP SWITCH POSITION AND BOTTOM WITHOUT CONTACTING SWITCHES. WITH FLAP CONTROL SWITCH IN UP POSITION, MOTOR WOULD CONTINUE TO RUN AND OVERLOAD SYSTEM. SWITCH BAR IS THREADED INTO FLAP ACTUATOR HOUSING.									
5530		CESSNA 150				FITTING 43193	CRACKED VERT FIN	14200	5/26/93
(CAN) RT REAR ATTACHMENT FITTING FOUND CRACKED ON OUTBOARD HALF IN RADIUS BETWEEN LOWER ATTACHMENT BOLT AND SCREW. TWO DIFFERENT CRACKS ARE APPARENT. SUBMITTER HAD SEEN THIS PROBLEM PREVIOUSLY ON A CESSNA 150M.									
6111		CESSNA 150M		MCAULY 1A102OCM		BLADE	DAMAGED LE & FACE	5070 3053	11/12/97 CA971118006
(CAN) PROPELLER RECEIVED FOR CORROSION INSPECTION. STONE DAMAGE WAS FOUND ON THE LEADING EDGE AND FACE OF THE PROPELLER BLADE.									
7160		CESSNA 172N	LYC O320H2AD			DOOR 5521696	DAMAGED CARB HEAT	5125	11/10/97 CA971117005
(CAN) PILOT REPORTED ENGINE NOT DEVELOPING FULL POWER. GROUND RUN CONFIRMED THIS. INSPECTION FOUND PIECE OF CARBURETOR HEAT VALVE SEAL MATERIAL (.25 INCH BY 3 INCHES) STUCK AROUND THE VENTURI OF THE CARBURETOR. THE PIECE WAS REMOVED AND THE SEAL WAS TRIMMED. THE ENGINE RUN-UP WAS NORMAL.									
8520		CESSNA 172M	LYC O320E2D			CRANKCASE 7826	CRACKED UNDER NR 2 CYL	11/2/97 1924	CA971208001
(CAN) DURING INSPECTION, OIL WAS NOTICED AT LOWER SIDE OF NR 2 AND NR 4 CYLINDERS, ENGINE WAS WASHED DOWN AND A GROUND RUN-UP WAS CARRIED OUT. AN OIL LEAK WAS FOUND AT THE NR 2 CYLINDER DRAIN TUBE/LINE. LINE WAS REPLACED AND GROUND RUN WAS CARRIED OUT SERVICEABLE. LATER (7 HOURS OF OPERATION) THE OIL LEAK WAS NOTED AGAIN IN THE SAME AREA. THE AREA WAS AGAIN CLEANED AND A POWER RUN WAS CARRIED OUT AND A CRACK WAS FOUND IN THE CRANKCASE IN THE AREA OF NR 2 CYLINDER.									

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8530		CESSNA 172N	LYC O320D2J			VALVE GUIDES	WORN NR 2 CYL		4/10/90 CA930521107
(CAN) DURING NORMAL OPERATION IN CRUISE, THE ENGINE RAN ROUGH. AFTER LANDING, A COMPRESSION CHECK AND GROUND RUN GAVE NO INDICATION OF THE REASON FOR THE ROUGH RUNNING ENGINE. HOWEVER, OIL LEAK "WET SPOTS" SEEMED TO BE COMING FROM ENGINE SEAMS. THE ENGINE WAS REMOVED AND SENT TO REPAIR AND OVERHAUL. INSPECTION REVEALED THE VALVES ON NR 2 CYLINDER WERE NOT SEATING PROPERLY.									
2571		CESSNA A185F				MOUNT	CRACKED BATTERY		5/13/93 CA930609203
(CAN) BATTERY MOUNT STRUCTURE FOUND CRACKED IN THE AREA OF OUTBOARD ANGLE. AREA OF FORWARD BATTERY ATTACHEMENT ANCHOR NUT ALSO CRACKED. AIRCRAFT TT: 5,722 HOURS.									
2730		CESSNA A185F				CABLE 511525	CHAFED ELEVATOR LOWER	2521	5/29/93 CA930609601
(CAN) LOWER ELEVATOR CONTROL CABLE FOUND CHAFED AND WITH BROKEN STRANDS. LOCATED AT BULKHEAD STATION 140.0 AND AGAINST RUB STRIP P/N 07122012.									
5510		CESSNA A185E			12320008	REINFORCEMENT 07321014	CRACKED HORIZONTAL STAB	2813	5/11/93 CA930518515
(CAN) HORIZONTAL STABILIZER HINGE REINFORCEMENT BRACKET FOUND CRACKED AT THE LOWER SECTION ATTACHING TO RT HINGE ASSY P/N 0732101-10. SEVERAL RIVETS WERE MISSING OR SHEARED. THE STABILIZER WAS FOUND EXCESSIVELY LOOSE.									
8520		CESSNA U206	CONT IO520F			CRANKCASE	CRACKED RT HALF NR 3 CYL		4/18/90 CA930521106
(CAN) AIRCRAFT LANDED WITH LARGE OIL LEAK. ENGINE CLEAN AND TEST CARRIED OUT. NR 3 CYLINDER REMOVED TO FACILITATE INSPECTION. CRACK OF APPROXIMATELY TWO INCHES IN LENGTH FOUND TO PROPOGATE FROM LOWER CYLINDER HOLDDOWN STUD TO CRANKCASE. CRANKCASE REPLACED.									
2720		CESSNA 207				CABLE 0510105230	WORN RUDDER RH		5/2/93 CA930514207
(CAN) RT RUDDER CABLE FOUND WORN THROUGH PORTIONS OF STRANDS WHERE CABLE PASSES UNDER PULLEYS. CLOSER EXAMINATION FOUND SEVERAL BROKEN STRANDS. ALSO, LT RUDDER CABLE AND DOWN ELEVATOR CABLES HAD TO BE REPLACED.									
3060		CESSNA 402C				CLAMP MS21919WCF5	MIS INSTALLED DEICE HARNESS	213	11/13/97 CA971210014
(CAN) DURING 100-OUR INSPECTION WITH BOTH PROPELLER SPINNERS REMOVED, SEVERAL WIRES (P/N C15013-0604 LT AND RT) ON THE DEICE HARNESS WERE FOUND BROKEN. THIS FAULT HAS BEEN CAUSED BY THE HARNESS CLAMP (P/N MS21919WCF5) INSTALLED IN THE INVERTED POSITION.									
2721		CESSNA 560CESSNA				CABLE	MISROUTED RUDDER TRIM		5/6/93 CA930514206
(CAN) INSPECTION IN AFT COMPARTMENT REVEALED THE RUDDER TRIM CABLE LOOPED UNDER THE OXYGEN BOTTLE HOLD-DOWN CLAMP.									
2433		CNDAIR CL6002B19	GE CF343A1			TRU MS179762	FAILED NR 4	5130	11/8/97 CA971125010
(CAN) ELECTRICAL SMELL IN FLIGHT DECK. CHANGED NR 4 TRANSFORMER RECTIFIER UNIT. PART TC: 4,439.									
2611		CNDAIR CL6002B19	GE CF343A1			DETECTOR PU9421R3	FAILED LAVATORY	3303	11/16/97 CA971125015
(CAN) ON APPROACH, A TOILET SMOKE MESSAGE ON ENGINE INDICATION AND CREW ALERT SYSTEM WITH LAVATORY SMOKE DETECTOR ALARM ON. SMOKE ODOR NOTICED, BUT NO SMOKE OR FIRE VISIBLE. EMERGENCY RESPONSE VEHICLES CALLED OUT. FLIGHT LANDED OK. NO EVIDENCE OF SMOKE OR FIRE IN LAVATORY. LAVATORY SMOKE DETECTOR REPLACED. PART TC: 2,977.									

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2750		CNDAIR CL6002B19	GE CF343A			BPSU	MISRIGGED FLAPS	4240	10/29/97 CA971125007
(CAN) FLAPS LOCKED AT 5 DEGREES. FLAP FAIL MESSAGE INDICATIONS AND CREW ALERT. RIGHT HAND OUTBOARD FLAP RERIGGED. FLAP DRIVE SYSTEM FRICTION CHECK CARRIED OUT, NO FAULT. LEFT AND RIGHT BRAKE POSITION SENSING UNITS RERIGGED AND FLAP ELECTRONIC CONTROL UNIT POTENTIOMETERS 5 THROUGH 8 RESET. PART TC: 3,595.									
3244		CNDAIR CL6002B16			6008512515	TIRE 256K433	SEPARATED NR MAIN	310	11/27/97 CA971210008
(CAN) AFTER TAKEOFF, THE WOW INPUT FAIL LIGHT ILLUMINATED. GEAR RETRACTED AND TRIP UNEVENTFUL. FOUND RUBBER ON NR 3 MAIN TIRE MISSING. IN SPOTS, IT WAS DOWN 3-PLY, AROUND THE COMPLETE CIRCUMFERENCE OF TIRE. THE SECTION MISSING WAS FROM THE OUTER RIB TO THE EDGE OF THE TIRE. THE TIRE HELD ITS PRESSURE. SUSPECT FLYING RUBBER DAMAGED THE RIGHT HAND INBOARD WOW PROXIMITY SWITCH. NO OTHER DAMAGE FOUND. PART TC: 166.									
5750		CNDAIR CL6002B19	GE CF343A			WINGLET 615113	BROKE OFF RIGHT SIDE	4483	10/31/97 CA971125008
(CAN) AIRCRAFT HIT BY LIGHTNING AND RIGHT WINGLET BROKE OFF. UPPER PORTION OF WINGLET REPLACED. NO OTHER DAMAGE OR FAULTS FOUND. PART TC: 3,858.									
2612		CVAC 340CVAC				FIRE SENSE ELEM	CHAFED NR 2 ENGINE		5/11/93 CA930518401
(CAN) ON APPROACH, NR 2 ENGINE ZONE 2 INDICATED FIRE WARNING. FIRE EXTINGUISHERS WERE ACTUATED, BUT FIRE INDICATION STILL REMAINED. POST-LANDING CHECK DID NOT INDICATE EVIDENCE OF A FIRE. FURTHER INVESTIGATION REVEALED ZONE 2 FIRE SENSE ELEMENT WAS CHAFED MAKING THE OUTER ELEMENT THINNER WHICH CONTRIBUTED TO AN OVERHEAT WARNING AT A LOWER TEMPERATURE.									
4920		CVAC 340CVAC			GARRTT	APU 38056611	FAILED GR BOX		2/13/93 CA930518508
(CAN) WHILE RUNNING THE GTC (APU) ON THE GROUND FOR MAINTENANCE PURPOSES, A SUDDEN FAILURE OCCURRED. UNIT SHUTDOWN AS A PRECAUTIONARY MEASURE. INVESTIGATION REVEALED FAILURE BETWEEN THE GEARBOX AND THE TURBINE. GTC REPLACED. FURTHER REPORT TO FOLLOW.									
4990		CVAC 340CVAC			GARRTT	OIL COOLER FAN 8993578	LEAKING APU		2/15/93 CA930518509
(CAN) ON CLIMB, THE CREW NOTICED THE GTC (APU) LOW OIL PRESSURE WARNING LIGHT. APU SHUT DOWN. OIL COOLER FAN CHANGED. AIRCRAFT RELEASED FOR SERVICE.									
6140		CVAC 340CVAC				BETA SWITCH 651685	STICKING PROP		11/13/97 CA971210005
(CAN) DURING CLIMB-OUT, PROPELLER BETA RANGE WARNING LIGHT ILLUMINATED. AIRCRAFT RETURNED TO BASE. MAINTENANCE TROUBLESHOOTING REVEALED THE SWITCH PLUNGER WAS STICKING. THE PLUNGER WAS LUBRICATED AND FUNCTIONALLY CHECKED SERVICEABLE.									
7200		CVAC 440	ALLSN 501D13D			ENGINE	FAILED LEFT		9/15/97 2830 CA970926014
(CAN) LEFT ENGINE NOT PRODUCING POWER IN FLIGHT. ENGINE SHUTDOWN, AND AIRCRAFT RETUNED TO BASE. UPON INITIAL INSPECTION, THERE WAS AN OIL LEAK AND THE PROPELLER HAD A SLIGHT NOSE DOWN TILT.									
8510		CVAC PBY5A	PWA R183092			DRIVEGEAR 3391	WORN NOSE CASE	410	6/12/93 CA930614303
(CAN) PILOT OBSERVED CYLINDER HEAD TEMPERATURE RISING SHARPLY AND INITIATED PRECAUTIONARY SHUTDOWN. INSPECTION REVEALED METAL IN FRONT SUMP AND MAIN OIL SCREEN. TYPE OF METAL INDICATES NOSE CASE PLANETARY GEAR FAILURE.									
5341		DHAV DHC2MK1				FITTING C2FS3773A	CORRODED PORK CHOP FITTNG		4/30/93 CA930518512
(CAN) PORK CHOP FITTING CORRODED. GRANULAR METAL AROUND BUSHING. LUBRICATION REMOVED BY FUEL SPILLAGE DURING REFUELING. AIRCRAFT TT: 21,665 HOURS.									

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5510		DHAV DHC2MK1			C2TP203A	BRACKET C2TP159A	CRACKED HORIZ STAB LT		4/27/93 CA930518113
(CAN) CRACK ON TOP OF THE LT FORWARD HORIZONTAL STABILIZER MOUNTING BRACKET. CRACK WAS APPROXIMATELY 2 INCHES LOWER DUE TO SEVERE CORROSION AT NUT PLATE. CORROSION NOT VISIBLE WHILE BRACKET INSTALLED DUE TO NOSE RIB OVERHANG OF THE BRACKET.									
5551		DHAV DHC2MK1	PWA R985AN14B			FITTING	CRACKED HORIZ STAB		4/8/93 CA930518104
(CAN) CRACK RAN THROUGH HORIZ STAB FITTING FROM FRONT TO REAR THROUGH RIVET AND BOLT HOLES.									
8500		DHAV DHC2MK1	PWA R985AN14B			ENGINE	FAILED POWER SECT	576	4/16/93 CA930518105
(CAN) AFTER FLIGHT ON ENGINE SHUTDOWN THE PILOT NOTED THE ENGINE CAME TO AN ABRUPT STOP. THE PILOT ATTEMPTED A RESTART AND IMMEDIATELY SHUT THE ENGINE DOWN DUE TO HIGH VIBRATION. DUE TO HIGH TIME, THE ENGINE WAS REMOVED FROM SERVICE.									
8530		DHAV DHC2MK1	PWA SB3			CYLINDER AR1891	SEPARATED NR 2	102	3/10/93 CA930322103
(CAN) NR 2 CYLINDER SEPARATED AT THE HEAD BETWEEN NR 3 AND NR 4 COOLING FINS BELOW THE SPARK PLUG HOLE.									
3246		DHAV DHC3			EDO 557170A	STRUT 12712	CORRODED FLOAT		4/16/93 CA930518510
(CAN) UPPER END OF LT REAR STRUT ASSY SEVERELY CORRODED - INTERGRANULAR - INSIDE THE STRUT AT UPPER ATTACH END. THIS SECTION OF STRUT IS IN EXHAUST AIR STREAM.									
8530		DHAV DHC3	PWA R134059			PLUG 15320	DESTROYED LINKROD PIN		4/16/93 CA930518511
(CAN) DURING 100 HR INSPECTION. ENGINE SUMPS AND THE OIL PRESSURE FILTER WERE CHECKED. A TABLESPOON FULL OF ALUMINUM SHAVINGS FOUND IN THE SCREEN AND MANY PIECES OF ALUM ALLOY FOUND IN THE ENGINE OIL SUMP (REAR). AERO EQUIP WAS CONTACTED. THEY ADVISED THE DESTROYED PART APPEARED TO BE AN ALUM PLUG P/N 15320 LOCATED AT LINKROD PIN. IT FELL OFF DUE TO VIBRATION, AS SOMETIMES HAPPENS ACCORDING TO THE MM. CONTINUED OPERATION IS RECOMMENDED IF OIL PRESSURE IS GOOD. THE OIL SCREEN WAS CHECKED AFTER GROUND RUN. NO MORE METAL FOUND. ENGINE RETURNED TO SERVICE.									
8530		DHAV DHC3	PWA R134059			CYLINDER	CRACKED NR 3 EXH VALVE	44	5/21/93 CA930611417
(CAN) DURING DESCENT, ENGINE BEGAN TO RUN ROUGH AND SMOKE WAS EMITTED FROM ENGINE. ENGINE MAINTAINED SUFFICIENT POWER TO LAND. INSPECTION REVEALED NR 3 CYLINDER EXHAUST VALVE FAILED AND CAUSED CYLINDER HEAD TO SPLIT. INTAKE VALVE ALSO FAILED PREVENTING TOTAL ENGINE FAILURE. CYLINDER REPLACED AND AIRCRAFT RETURNED TO SERVICE.									
2710		DHAV DHC6200	PWA PT6A20			AILERON PULLEY	JAMMED COCKPIT		6/9/93 CA930614305
*****	(CAN) ON FINAL CONTROL CHECK BEFORE TAKEOFF, AILERON SYSTEM HAD JAMMED AND WHEN FREED FELT STICKY - CORD FROM SPARE HEAD SET HAD JAMMED THE LT FLOOR LEVEL AILERON SYSTEM PULLEY BEHIND AND OUTBOARD OF THE CAPTAIN'S SEAT - THE GUARD WAS MISSING FROM THE PULLEY.								
2820		DHAV DHC6100	PWA PT6A20			LINE C6DE1141	CRACKED NR 2 ENG FUEL		5/26/93 CA930617102
(CAN) NR 2 ENGINE FUEL DRAIN LINE CRACKED.									
5530		DHAV DHC6300	PWA PT6A27			ADAPTER C6FSM12227	CRACKED V STAB ATTACH	23534	10/16/97 CA971113072
(CAN) INSPECTION AT HMV FOUND THE FORWARD VERTICAL STABILIZER ATTACHMENT ADAPTER CRACKED. THE CRACK ORIGINATED AT THE RIGHT HAND BOLT HOLE EXTENDING .375 INCH INBOARD ON THE LOWER FACE AND .125 INCH VERTICALLY UP THE INBOARD SIDE OF THE BOLT HOLE. DEFECT IS CONSIDERED TO BE FATIGUE RELATED AS THERE WAS NO EVIDENCE OF CORROSION. ADAPTOR REPLACED WITH AN IMPROVED UNIT PER SB 6/516. AIRCRAFT T: 23,539 HOURS.									

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6110		DHAV DHC6300	PWA PT6A27	HARTZL HCB3TN3		GUIDE ROD B3475A2	BENT PROP ASSY	4759 743	11/14/97 CA971118005
(CAN) PROPELLER RECEIVED FOR CORROSION INSPECTION. ROD FOUND BENT. ROD REPLACED.									
7322		DHAV DHC6300	PWA PT6A27			FUEL CONTRL UNIT 25244442	FAILED NR 2 ENGINE	10373 6650	5/27/93 CA930611406
(CAN) AFTER TAKEOFF DURING AIRCRAFT CLIMB, NR 2 ENGINE POWER INCREASED TO 51 PSI TORQUE WITHOUT PILOT INPUT. WF, T5, AND NG ALSO INCREASED. FLIGHT WAS TERMINATED AND AIRCRAFT LANDED WITHOUT INCIDENT. FUEL CONTROL UNIT WAS FOUND DEFECTIVE.									
7603		DHAV DHC6100	PWA PT6A20			VERNIER	STIFF NR 1 POWER LEVER		5/14/93 CA930609218
(CAN) NR 1 POWER LEVER BECOMES VERY STIFF THROUGH THE REVERSE MID-POINT. FCU ARM GOING OVER CENTER-VERNIER ADJUSTED.									
7260		DHAV DHC7103	PWA PT6A50			ACCESSORY GEARBX 335168	FLAKING NR 2 ENGINE	16622 5129	11/3/97 CA971208003
(CAN) DURING FLIGHT, NR 2 ENGINE EXPERIENCED OIL PRESSURE FLUCTUATIONS WITH ACCOMPANING OIL PRESSURE WARNING INDICATIONS. THE ENGINE WAS SECURED/SHUTDOWN AND THE ACFT RETURNED TO DEPARTURE POINT. INVESTIGATION FOUND THE ENGINE OIL HAD VENTED OVERBOARD. IT WAS SUSPECTED THE CARBON SEAL THE INERTIAL SEPARATOR RUNS ON WAS DAMAGED. ENGINE WAS REMOVED AND WHEN THE ACCESSORY GEARBOX WAS DISASSEMBLED IT WAS FOUND THE INTERNAL PROTECTIVE COATING WAS FLAKING OFF AND THAT PARTICLES WERE FOUND ON THE CARBON SEAL CAUSING THE OIL LOSS. P&W S.I.L. PT6A-044 COVERS THIS PROBLEM AND THAT IS BEING COMPLIED WITH.									
7314		DHAV DHC7103	PWA PT6A50			HP FUEL PUMP 2532342D	FAILED NR 2 ENGINE		11/7/97 480 CA971118004
(CAN) ON TAKEOFF ROLL, THE NR 2 ENGINE SPOOLED DOWN. THE TAKEOFF WAS ABORTED. MAINTENANCE FOUND THE DRIVE SHAFT ON THE HIGH PRESSURE FUEL PUMP HAD SHEARED. THE PUMP WAS REPLACED AND THE AIRCRAFT RETURNED TO SERVICE.									
2420		DHAV DHC8102	PWA PW120A			WIRE	BROKEN EXT POWER RECP		5/10/93 CA930526601
(CAN) CREW REPORTED NR 1 AND NR 2 AC GEN, NR 1 AND NR 2 TRU, LT AND RT ELEVATOR HORN HEAT AND LT AND RT STALL WARNING CAUTION LIGHTS ON WITH LOSS OF AC POWER. WIRE 2442-13A20 TO PIN 'E' ON THE EXTERNAL RECEPTACLE PROTECTION UNIT BROKEN AND SHORTED.									
2422		DHAV DHC8311	PWA PW123		PHOENIX	INVERTER DH1324	BURNT PRIMARY AC	14234	10/30/97 CA971113009
(CAN) PRIMARY INVERTER CAUTION LIGHT ON COMBINED WITH ACRID SMELL IN COCKPIT, AND WITH POPPING AND SQUEALING SOUND. PRIMARY INVERTER FOUND FRIED. PART TC: 22,013.									
2435		DHAV DHC8102	PWA PW120A			START GENERATOR 23882A	FAILED NR 1ENG	2049 480	11/21/97 CA971216006
(CAN) ON TWO STARTS, THE NR 1 STARTER DID NOT AUTO CUT OUT. GENERATOR CONTROL UNIT (GCU) REPLACED. PROBLEM STILL OCCURRED. STARTER GENERATOR REPLACED.									
2435		DHAV DHC8102	PWA PW120A			START GENERATOR 23882B	OVERHEATED NR 1	2538 999	11/7/97 CA971113012
(CAN) ON TAXI, NR 1 STARTER GENERATOR HOT CAUTION LIGHT CAME ON. IT DID NOT APPEAR TO BE OVERHEATED BUT WAS REPLACED.									
2435		DHAV DHC8311	PWA PW123			START GENERATOR 23882A	FAILED NR 2		11/17/97 1502 CA971216003
(CAN) NR 2 DC GENERATOR FAILED. STARTER GENERATOR REPLACED.									
2701		DHAV DHC8102	PWA PW120A			RIVETS	LOOSE CONTROL COLUMN		5/27/93 CA930608103
(CAN) COPILOT'S CONTROL COLUMN SLOPPY.									

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2750		DHAV DHC8311	PWA PW123			CABLE DRIVE 745583A	SEIZED FLAPS		5/20/93 CA930531201
(CAN) ON FLAP SELECTION, FLAP DRIVE CAUTION LIGHT ON AND FLAPS DID NOT MOVE.									
2750		DHAV DHC8311	PWA PW123			BOLTS 857536213	CORRODED FLAP TRACK		12/3/97 CA971216015
(CAN) ALL FOUR FLAP TRACK ROLLER SHAFTS FOUND WITH INTERNAL CORROSION.									
2760		DHAV DHC8101	PWA PW120A			SWITCH V319	INTERMITTENT ROLL SPOILER		5/7/93 CA930521101
(CAN) ROLL SPOILER INBOARD AND OUTBOARD ILLUMINATED ON TAKEOFF.									
2760		DHAV DHC8102	PWA PW120A			ACTUATOR 829111	INTERMITTENT GND SPOILER		5/14/93 CA930609217
(CAN) GROUND SPOILER ADVISORY LIGHT REMAINED ON THROUGH 30 DEGREES PLUS POWER LEVER ADVANCED. TAKEOFF HORN SOUNDED BRIEFLY, LIGHT AND HORN WENT OFF AFTER ONE OR TWO SECONDS.									
2760		DHAV DHC8102	PWA PW123			ACTUATOR 8295115	MALFUNCTIONED LT OUTB SPOILER		5/13/93 CA930609208
(CAN) A SINGLE GROUND SPOILER WAS SLOW TO RETRACT WITH POWER LEVER ADVANCED FOR TAKEOFF.									
2760		DHAV DHC8102	PWA PW120A			LINE 82951251	CRACKED ACTUATOR		11/13/97 CA971210006
(CAN) HYDRAULIC LEAK FOUND COMING OUTBOARD SIDE OF RIGHT HAND NACELLE. ROLL SPOILER ACTUATOR LINE HAD A CRACK AT THE BEND IN THE LINE.									
2760		DHAV DHC8102	PWA PW120A			TUBE 82951115	LEAKING LEFT HAND	25962	11/17/97 CA971210015
(CAN) PIN HOLE FOUND IN LEFT HAND SPOILER UNLOADING VALVE HYDRAULIC LINE. PART TC: 29,779.									
2760		DHAV DHC8102	PWA PW120A			ACTUATOR 82950011005	MALFUNCTION SPOILER		3/13/93 CA930513104
(CAN) AFTER LANDING, THE GROUND SPOILER ADVISORY LIGHT REMAINED ON FOR 5 SECONDS AFTER THE FLIGHT TAXI SWITCH WAS SELECTED TO TAXI AND ALL OTHER SPOILER ADVISORY LIGHTS WERE OUT.									
2760		DHAV DHC8311	PWA PW123			WIRES	BROKEN RT SPOILER		10/28/97 CA971113008
(CAN) RIGHT HAND ROLL SPOILER CLUTCH WIRES FOUND BROKEN.									
2761		DHAV DHC8101	PWA PW120A			ACTUATOR	FAILED NR 2 SPOILER		5/20/93 CA930604101
(CAN) NR 2 SPOILER FAILED TO RETRACT ON TAKEOFF.									
2761		DHAV DHC8102	PWA PW120A			ACTUATOR 82950011007	FAILED SPOILER		3/8/93 CA930513102
(CAN) GROUND SPOILER FAILED TO RETRACT DURING THE TAKEOFF ROLL, TAKEOFF WARNING HORN.									
2810		DHAV DHC8101	PWA PW120A			ADAPTER 26754M1	LEAKING FUEL SYS		5/28/93 CA930617101
(CAN) FUEL LEAKING FROM APR ADAPTER.									

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2820		DHAV DHC8301	PWA PW123			LINE 82831013105	CRACKED FLARE		5/3/93 CA930521105
(CAN) CHECK VALVE TO BULKHEAD TEE FLARE BROKEN LEAKING FUEL. TEMP FIX DHC NOTIFIED.									
2910		DHAV DHC8102	PWA PW120A			LINE	CRACKED LT WING ROOT		5/6/93 CA930521102
(CAN) HYDRAULIC LEAK AT LT WING ROOT.									
2910		DHAV DHC8102	PWA PW120A			TUBE 82971117	CHAFED NR 2 NAC	8455	10/24/97 CA971112004
(CAN) HYDRAULIC FLUID LEAKING FROM NR 2 NACELLE. CASE DRAIN HYDRAULIC LINE FOR EDP CHAFED THROUGH FROM FOULING WITH ADJACENT HYDRAULIC LINES. THREE LINES REPLACED. SB 8-29-17 APPLIES. PART TC: 10,487.									
2910		DHAV DHC8102	PWA PW120A			LINE 8292129	CRACKED NR 2 SPOILER		6/1/93 CA930611401
(CAN) LEAK FOUND DURING INSPECTION.									
2910		DHAV DHC8102	PWA PW120			TUBE 829741119	CHAFED NR 1 HYD PRESS		12/8/97 CA971210004
(CAN) WHILE INSPECTING NR 1 ENGINE NACELLE FOR HYDRAULIC LEAKS, A PIN HOLE LEAK WAS DISCOVERED IN THE CASE DRAIN HYDRAULIC TUBE, P/N 82970410-115. WHEN NR 1 ENGINE EXHAUST AND SHROUD ASSEMBLY WAS REMOVED THE NR 1 HYDRAULIC PRESSURE HYDRAULIC LINE WAS ALSO FOUND CHAFED ALMOST TO COMPLETE FAILURE.									
2910		DHAV DHC8102	PWA PW120A			LINE 82970010121	CRACKED LH WHEEL WELL		5/28/93 CA930611403
(CAN) LEAK IN LT WHEEL WELL MANIFOLD TO ANTI-SKID VALVE.									
2910		DHAV DHC8102	PWA PW120			HOSE DSC252A423	RUPTURED LTMLG		5/13/93 CA930526405
(CAN) PILOT NOTICED FLUID COMING FROM LT MLG BRAKE LINE.									
2910		DHAV DHC8102	PWA PW120A			LINE 82961149	LEAKING YAW DAMPER		11/21/97 CA971216007
(CAN) A FAIR QUANTITY OF HYDRAULIC FLUID FOUND DRIPPING FROM THE TAIL SECTION. LINE BETWEEN YAW DAMPER AND UPPER RUDDER ACTUATOR LEAKING.									
2910		DHAV DHC8301	PWA PW123			LINE 829711131	CHAFED HYD SYS		5/27/93 CA930611404
(CAN) LINE CHAFED APPROXIMATELY 16 INCHES FROM AFT END.									
2920		DHAV DHC8102	PWA PW120A		57420	CAP 34629	CRACKED NR 2 HYD		10/29/97 CA971119006
(CAN) NR 2 HYDRAULIC SYSTEM LEAKING OUT OF DRAIN ON MID-FUSELAGE, AND UNDER RIGHT WING OVER FLOW DRAIN. INSPECTION REVEALED A CRACK IN CAP.									
2932		DHAV DHC8102	PWA PW120A		KULITE	TRANSMITTER APT7514	CRACKED NR 2 NAC HYD	4319	10/30/97 CA971113005
(CAN) HYDRAULIC FLUID LOW AND A LEAK FOUND IN NR 2 NACELLE. HYDRAULIC PUMP PRESSURE TRANSMITTER FOUND CRACKED. PART TC: 5,939.									
3010		DHAV DHC8102	PWA PW120A			DEICE BOOT 8572117	DISBONDED LT INBOARD		5/5/93 CA930531601
(CAN) UNUSUAL NOISE BUZZ/FLUTTER DURING CLIMB BECAME WORSE AS SPEED INCREASED.									

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3210		DHAV DHC8102	PWA PW120A		DOWTY 83210001001	SPRING 14111	BROKEN STABILIZER STAY		10/19/97 CA971113031
(CAN) ON APPROACH, GEAR SELECTED DOWN, RIGHT MAIN GEAR DID NOT INDICATE DOWN AND LOCKED. ALTERNATE GEAR EXTENSION CARRIED OUT AND RIGHT STILL INDICATED AN UNSAFE CONDITION ON BOTH NORMAL AND ALTERNATE EXTENSIONS. PILOTS DECIDED TO DO A "TOUCH AND GO" TO SEE IF AIRCRAFT WOULD BEAR WEIGHT. DURING TOUCH AND GO, THE GEAR DOWN LIGHT ILLUMINATED. AIRCRAFT DID CIRCUIT AND LANDED SAFELY. INSPECTION FOUND THE STABILIZER STAY ASSIST SPRING BROKEN.									
3221		DHAV DHC8102	PWA PW120A			BRACKET 853111769	CRACKED NLG DRAG STRUT	18002	10/25/97 CA971113006
(CAN) CRACK FOUND IN THE UPPER BRACKET FOR THE NOSE LANDING GEAR DRAG STRUT ACTUATOR.									
3231		DHAV DHC8102	PWA PW120A			SPRING 83231143	BROKEN RT INB MLG DOOR		10/28/97 CA971113007
(CAN) ON WALK-AROUND, NOTICED THE RIGHT HAND INBOARD MAIN LANDING GEAR DOOR RETRACTION ROD AND SPRING WERE BROKEN. IT IS ASSUMED THE SPRING BROKE FIRST AND JAMMED THE ROD CAUSING IT TO BREAK.									
3233		DHAV DHC8301	PWA PW123			FITTING 854117821	CRACKED MLG ATTACH		5/28/93 CA930611402
(CAN) DID NOT MEET TORQUE REQUIREMENTS PER AD CF-91-25.									
3233		DHAV DHC8311	PWA PW123			FITTING 854117821	CRACKED LT MLG		5/18/93 CA930526404
(CAN) LEFT MLG RETRACTION ACTUATOR SUPPORT FITTING CRACKED CF-91-25 BOTTOM INBOARD NACELLE ATTACHMENT BOLT FOUND LOOSE. DURING REMOVAL FOUND INBOARD BUSHING MISSING. NAS 77-12-16 WITH BUSHING MISSING ALL THE LOAD WOULD BE ON OUTBOARD FLANGE OF THE FITTING CAUSING THE CRACK.									
3241		DHAV DHC8102	PWA PW120A			VALVE 39671	LEAKING ANTI SKID	27174	10/30/97 CA971113010
(CAN) RAPID HYDRAULIC FLUID QUANTITY LOSS ON NR 1 SYSTEM. FOUND DUAL ANTI-SKID VALVE LEAKING. PART TC: 37,375.									
3242		DHAV DHC8102			BFGOODRICH 214662	PISTON HOUSING 2661942	CRACKED BRAKE ASSY	21443	11/27/97 CA971208014
(CAN) DURING INSPECTION OF THE BRAKE ASSEMBLY, CRACKS APPROXIMATELY .25 INCH LONG WERE FOUND IN TWO OF THE CYLINDERS OF THE PISTON HOUSING. PART TC: 23,433.									
3242		DHAV DHC8301	PWA PW123			ROTOR 21517	BROKEN NR 4 BRAKE		5/12/93 CA930609209
(CAN) BRAKE FOUND WITH BROKEN ROTOR UPON WHEEL REMOVAL.									
3246		DHAV DHC8311	PWA PW123			BEARING L71349	SPALLED NR 3 MLG		5/9/93 CA930601103
(CAN) BEARING DAMAGE ON NR 3 MAIN WHEEL ASSY.									
5542		DHAV DHC8102	PWA PW120A			SKIN 85540001003	CRACKED RUDDER	12713	10/22/97 CA971113002
(CAN) A 7 INCH CRACK WAS FOUND IN THE SKIN AT THE TOP OF THE FORE RUDDER. AIRCRAFT TT: 11,513 HOURS.									
5542		DHAV DHC8311				SKIN 85540001003	CRACKED RUDDER		3/23/93 CA930513108
(CAN) RUDDER SKIN CRACKED AT TOP STRINGER TOWARD FORWARD. RUDDER STRINGER CRACKED AT FORWARD END RT SIDE TOP STA X 939.123 - X 960.123.									

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5610		DHAV DHC8102	PWA PW120A			WINDSHIELD NP1579112	CRACKED RIGHT HAND		11/27/97 CA971216012
(CAN) FIRST OFFICER'S WINDSHIELD ARCING. SUBSEQUENTLY DEVELOPED A CRACK. AIRCRAFT TT: 21,967 HOURS.									
5610		DHAV DHC8102	PWA PW120A			WINDSHIELD NP15790110	CRACKED 1ST OFFICERS		5/9/93 CA930521103
(CAN) FIRST OFFICER'S WINDSCREEN SHATTERED. AIRCRAFT TT: 1,628 HOURS.									
6111		DHAV DHC8102	PWA PW120A	HAMSTD 14SF7	HAMSTD	BLADE SFA13G1A	DELAMINATED NR 1	5353	5/10/93 CA930528102
(CAN) NR 1 PROPELLER AND NR 1 BLADE HEATER DELAMINATED OVER ENTIRE LENGTH. BLADE REPLACED. PART TC: 4,665.									
6112		DHAV DHC8102	PWA PW120A	HAMSTD 14SF7		DEICE BOOT 85486	BURNT NR 2 PROP		11/26/97 CA971210007
(CAN) CREW REPORTED SPARKS FROM NR 2 PROPELLER, 2ND CYCLE LOAD INDICATOR NORMAL, GREEN LIGHT DID NOT ILLUMINATE. INSPECTION FOUND PROPELLER BLADE HEATER ELEMENT BURNT. BLADE ASSEMBLY REPLACED.									
6120		DHAV DHC8311	PWA PW123			PROP CONTROL	LEAKING NR ENGINE	12705	11/19/97 CA971216010
(CAN) NR 2 ENGINE SHUTDOWN DUE TO LOSS OF OIL PRESSURE. OIL WAS LOST THROUGH THE PCU. THE PCU WAS REPLACED. ENGINE INSPECTION CARRIED OUT AND THE AIRCRAFT RETURNED TO SERVICE. PART TC: 19,358.									
7200		DHAV DHC8102	PWA PW120A			ENGINE	DISTRESS NR 2 HOT SECT	7211	5/12/93 CA930609216
(CAN) NR 2 ENGINE REPLACED DUE TO HOT SECT INS DISTRESS. PART TC: 9,944.									
7200		DHAV DHC8311	PWA PW123			ENGINE	SPALLED POWER SECT	4735	5/26/93 CA930608102
(CAN) ENGINE REPLACED DUE TO INTERNAL SPALLING. PART TC: 6,802.									
7210		DHAV DHC8311	PWA PW123			PINION GEARS	WORN REDUCTION GEARBX	4735	5/25/93 CA930617103
(CAN) NR 2 ENGINE REDUCTION GEARBOX FLAGGED, RGB CHIP DETECTOR REMOVED AND 3 LARGE FLAKES OF METAL FOUND. PINIONS BORESCOPED, DRIVEN GEARS HAVE MISSING CHROME ON TEETH. ENGINE REPLACED. PART TC: 6,802.									
7210		DHAV DHC8311	PWA PW123			RED GEARBX	MAKING METAL NR ENGINE	13168	11/21/97 CA971216009
(CAN) IN CLIMB THROUGH FL 210, 3 JOLTS WERE FELT FROM NR 2 ENGINE. THE AIRCRAFT WAS LEVELED AND THE VIBRATIONS CONTINUED. TORQUE HAD DROPPED TO 25 AND THE NL WAS 30. THE ECU WAS RESET AND THE MAX TORQUE ATTAINABLE WAS 27 WITH AN NL OF 50. THE ITT WAS 750 DEGREES. THE ENGINE WAS SHUTDOWN AND AIRCRAFT LANDED WITHOUT INCIDENT. POST-FLIGHT INSPECTION FOUND THE RGB CHIP DETECTORS FLAGGED ON THE CONDITION PANEL AND THERE WAS LARGE AMOUNTS OF METAL FOUND IN THE DETECTORS AND FILTER. IT APPEARS A BEARING OR GEAR FAILED IN THE RGB. PART TC: 20,585.									
7230		DHAV DHC8301	PWA PW123			OIL SEAL	LEAKING LP IMPELLER AREA		9/19/97 CA971119002
(CAN) AIRCRAFT EXPERIENCED SMOKE IN CABIN, WHEN NR 2 BLEED AIR WAS SELECTED ON. WHEN THE BLEED WAS SELECTED OFF THE SMOKE DISSIPATED. AIRCRAFT LANDED WITHOUT INCIDENT. MAINTENANCE FOUND THE NR 2 ENGINE WAS LEAKING OIL PAST THE SEAL INTO THE LOW PRESSURE IMPELLER AREA ALLOWING OIL INTO THE BLEED AIR SYSTEM. THE ENGINE WAS REPLACED.									

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7250		DHAV DHC8311	PWA PW123		3038300	BLADE 315721	BROKEN LP TURBINE	11630	11/10/97 CA971118008
(CAN) DURING A BORESCOPE INSPECTION OF THE NR 2 ENGINE HOT SECTION, THE LP TURBINE WAS FOUND TO HAVE A PIECE BROKEN FROM ONE OF THE TURBINE BLADES APPROXIMATELY 25 PERCENT OF THE BLADE WAS MISSING. NUMEROUS NICKS WERE ALSO FOUND ON THE OTHER BLADES. THE ENGINE WAS REPLACED. PART TC: 14,227.									
7261		DHAV DHC8311	PWA PW123			PRESS REGULATOR 3157351A	LOOSE NR 1 ENG OIL		5/26/93 CA930608104
(CAN) NR 1 ENGINE HAD LARGE OIL LEAK, OIL PRESSURE REGULATOR FITTING FOUND LOOSE. NEW "O" RING AND BACKUP RING INSTALLED AND OIL PRESSURE REGULATOR REPLACED.									
7712		DHAV DHC8102	PWA PW120A			TORQUE PROBE	FAULTY ENGINE		10/28/97 CA971113003
(CAN) DURING CLIMB, TORQUE INDICATION ROLLED BACK TO 45 PERCENT. OTHER INDICATIONS NO CHANGE IN POWER OUTPUT. DFDR PULLED FOR EVALUATION AND PROBE REPLACED. FUNCTION CHECK SERVICEABLE.									
8011		DHAV DHC8301	PWA PW123		LUCAS 23088002A	STARTER 23882A	FAILURE NR 2		5/27/93 CA930611405
(CAN) COMMUTATOR LIFTED AND DESTROYED ALL THE BRUSHES.									
2132		DOUG DC1030				INDICATOR AW2835AF1	INOPERATIVE CABIN ALTIMETER		11/18/97 CA971216023
(CAN) AIR TURN BACK DUE TO CABIN ALTITUDE INDICATOR MAXIMUM READING. INDICATOR REPLACED.									
2132		DOUG DC1030				INDICATOR AW2835AF1	INOPERATIVE CABIN PRESS		12/3/97 CA971216027
(CAN) ON CLIMB-OUT AT 26,000 FEET, CABIN PRESSURE INDICATED 500 FEET WITH DIFFERENTIAL INDICATING 8.5. TRIED STANDBY MODE, CABIN WOULD INDICATE 500 FEET ALTITUDE. CABIN ALTITUDE WARNING CAME ON, MAX DIFFERENTIAL WAS INDICATING AND CABIN REMAINED AT 500 FEET. ON DESCENT, CABIN RATE INDICATED A DESCENT. (CABIN REMAINED AT 500 FEET.) CABIN ALTITUDE INDICATOR REPLACED.									
3030		DOUG DC1030				CONTROLLER 54211	FAILED PITOT HEAT		12/3/97 CA971216026
(CAN) PITOT HEAT INOPERATIVE, LIGHT ON DURING ROTATION. CHECKLIST PERFORMED WITH NO CHANGE TO LIGHT INDICATIONS, 2-5 AMPS EXCEPT RIGHT STATIC WHICH SHOWED .1 AMP. ALL CIRCUIT BREAKERS CHECKED. PITOT HEAT CONTROLLER REPLACED.									
3414		DOUG DC1030				AIRSPEED IND 2594466	FAILED CAPTS	7139	3/26/93 CA930513111
(CAN) TAKEOFF REJECTED AT 110 KNOTS DUE TO NO AIRSPEED INDICATION ON CAPTAIN'S AIRSPEED INDICATOR. REPLACED INDICATOR.									
7500		DOUG DC1030	GE CF650*			CLAMP 14J63550	FAILED BLEED AIR		4/28/93 CA930513113
(CAN) NR 1 ENGINE INDICATED ERRATIC ACCELERATION, EGT FUEL FLOW ABOVE NORMAL. ALSO, DURING CLIMB, NR 1 PNEUMATIC PRESSURE INDICATED 15 ASI. BLEED AIR SHUT-OFF. THE QRH PROCEDURE CARRIED OUT AND THRUST LEVER REDUCED TO IDLE. FUEL DUMPED AND AIRCRAFT SAFELY LANDED. MAINTENANCE INVESTIGATION REVEALED DUCT CLAMP (BLEED AIR) FAILED BETWEEN HIGH PRESSURE BLEED VALVE AND CHECK VALVE TO CROSS-OVER DUCT. NEW CLAMP INSTALLED AND LEAK CHECK CARRIED OUT.									
8530		DOUG DC3CS1C3G	PWA R183092			VALVE	CRACKED NR CYL EXH	11/27/97 480	CA971210003
(CAN) NR 2 ENGINE WAS REPORTED ROUGH RUNNING IN-FLIGHT. POST-FLIGHT INSPECTION FOUND THE EXHAUST VALVE OF NR 3 CYLINDER WAS CRACKED. THE NR 3 CYLINDER AND PISTON WERE REPLACED AND THE AIRCRAFT RETURNED TO SERVICE.									

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8520		DOUG DC4	PWA R20007M2			CONNECTING ROD	BROKEN POWER SECTION	721	5/16/93 CA930609219
(CAN) SHORTLY AFTER CLIMB-OUT, NR 1 ENGINE RAN VERY ROUGH WITH PRONOUNCED SURGING. PROP WAS FEATHERED AND ENGINE WAS SHUTDOWN. OIL OBSERVED LEAKING FROM ENGINE COWL. GROUND INSPECTION REVEALED EITHER MASTER ROD OR LINK ROD FAILURE AS BROKEN PIECES WERE SEEN PROTRUDING FROM CRANKCASE SEAM.									
8530		DOUG DC6A	PWA CB3			CYLINDER 356995	FAILED NR2 ENG NR 2 CYL	11/5/97 1036	CA971114001
(CAN) ON APPROACH, THE CREW NOTICED A BMFP FLUCTUATION AND A "COUGHING" NOISE FROM NR 2 ENGINE. AS THE AIRCRAFT TOUCHED DOWN THE BMFP FLUCTUATED A SECOND TIME. ON A POST FLIGHT RUN-UP, THE REFERENCE RPM WAS LOW. FURTHER INSPECTION FOUND THE NR 2 CYLINDER EXHAUST VALVE HAD BROKEN AND THE PISTON WAS DAMAGED. THE ENGINE IS BEING REPLACED.									
2130		DOUG DC932	PWA JT8D7A			OUTFLOW VALVE 20219741	FAILED CABIN PRESS	4/8/93	CA930518506
(CAN) CABIN PRESSURE CONTROLLER TRANSFER LOCKOUT AND STANDBY LIGHT ILLUMINATED THROUGH CABIN ALTITUDE OF 9,000 FEET, AND WAS CLIMBING AT APPROXIMATELY 600 FPM. COMMENCED DESCENT AND CABIN PRESSURE STARTED TO CLIMB AT 1,500 FPM. CABIN ALTITUDE REACHED 13,000 FEET. OXYGEN MASKS WERE DEPLOYED. MAINTENANCE ACTION INVOLVED CHANGING THE OUTFLOW VALVE ACTUATOR, CABIN PRESSURE CONTROLLER (P/N 2101140-3), PANEL SELECTOR (P/N 130408-1) AND FAN HEAT SELECTOR (P/N 605290-4-1).									
2150		DOUG DC932	PWA JT8D7A			AIR CYC MACHINE 21791	INOPERATIVE RT ACM	11/2/97	CA971125009
(CAN) AFTER TAKEOFF, FLIGHT ATTENDANT REPORTED SMOKE IN CABIN. QUICK REFERENCE HANDBOOK (QRH) DRILL CARRIED OUT AND SMOKE CLEARED WITHIN ONE MINUTE. RT PACK REMAINED OFF FOR REMAINDER OF FLIGHT. MAINTENANCE ACTION INVOLVED CHANGING RT CYCLING MACHINE AND COALESCER BAG (P/N 180849-1). SYSTEM CHECKED SERVICEABLE.									
3231		DOUG DC932	PWA JT8D7A			DOOR LINK 39552502	BROKEN RT LDG DOOR	59363	4/24/93 CA930518504
(CAN) DURING CLIMB, RT LANDING DOOR UNSAFE LIGHT ILLUMINATED. LANDING RECYCLED SEVERAL TIMES, LIGHT REMAINED ON. AIRCRAFT LANDED WITH DOORS FLOATING. MAINTENANCE INVESTIGATION SHOWED RT LANDING SEQUENCING LINK BROKEN AND LT DOOR DAMAGED. DAMAGED DOOR REPLACED AND NEW SEQUENCE LINK INSTALLED. LANDING GEAR RIGGED AS PER M.M.32-12-1.									
3246		DOUG DC932	PWA JT8D7A		DOUG	WHEEL ASSY 32700821	DAMAGED RT OUTB MLG	4/29/93	CA930518505
(CAN) RIGHT OUTBOARD MAIN WHEEL TIRE BLEW ON TOUCH-DOWN. NR 4 AND NR 3 WHEEL ASSEMBLIES REPLACED AND ANTI-SKID CONTROL BOX P/N 42-139-5.									
5610		DOUG DC932	PWA JT8D7A		5912290506	WINDSHIELD 31611	FAILED 1ST OFFICER	11/19/97	CA971208009
(CAN) DURING FLIGHT, FIRST OFFICER'S WINDSHIELD SHATTERED. VISION WAS OBSTRUCTED AND ELECTRICAL ARCING WAS OBSERVED. MAINTENANCE ACTION INVOLVED REPLACING WINDSHIELD AND HEAT CONTROLLER.									
7830		DOUG DC932	PWA JT8D7			LINK 787731	CRACKED NR 1 ENG TR	11/27/97	CA971208011
(CAN) ON ROUTINE "C" CHECK, NR1 ENGINE THRUST REVERSER UPPER INBOARD DRIVE LINK FOUND CRACKED. NEW MODIFIED LINK INSTALLED.									
5270		FOKKER F28MK1000				WARNING SWITCH A19026013	INOPERATIVE BAG DOOR	41209	4/30/93 CA930514201
*****	(CAN) BAGGAGE DOOR WARNING LIGHT ILLUMINATED ON 4 DIFFERENT OCCASIONS. MAINTENANCE INVESTIGATION REVEALED NR 2 BAGGAGE DOOR SWITCH INTERMITTENT AND FOUND TO BE OUT OF RIGGING. SUBSEQUENT INVESTIGATION REVEALED NR 3 BAGGAGE DOOR SWITCH ACTUATING MECHANISM CAM ASSEMBLY STRIPPED INTERNALLY ON SPLINES. CAM REPLACED AND SWITCH RIGGED AS PER SPECIFICATIONS. AIRCRAFT TT: 47,168. PART TC: 44,780.								

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8520		GRUMAV TBM3AIRTRD	WRIGHT R260020		WRIGHT	ENGINE	MAKING METAL NR 3 CYL		5/26/93 CA930609602
(CAN) NR 3 CYLINDER WAS BEING REMOVED TO RECTIFY A SNAG, THERE WAS DIFFICULTY IN REMOVING THE CYLINDER FROM THE ENGINE BECAUSE THE CYLINDER SKIRT WAS DAMAGED DUE TO A PIECE OF BRASS OR BRONZE MATERIAL COMING IN CONTACT WITH THE SKIRT. FURTHER INSPECTION REVEALED SEVERAL CYLINDER SKIRTS WERE DAMAGED AND TWO PIECES OF METAL APPROXIMATELY 5 INCHES LONG AND .3750 INCH WIDE WERE FOUND IN THE REAR CYLINDER BANK CRANKCASE. THE MATERIAL HAS NOT BEEN IDENTIFIED.									
8530		GRUMAV TBM3EAIRTRD	WRIGHT R260020		WRIGHT	EXHAUST VALVE	LEAKING NR 3 CYLINDER	489	5/2/93 CA930518601
(CAN) ENGINE EXPERIENCED ROUGH RUNNING AND OCCASIONAL LOSS OF BOOST, BACKFIRING AND MOMENTARY STOPPAGE DURING OPERATION. UPON INSPECTION, NR 3 CYLINDER WAS FOUND TO HAVE LOW COMPRESSION DUE TO EXHAUST VALVE LEAKAGE. THE CYLINDER WAS CHANGED AND AIRCRAFT WAS TEST FLOWN. THERE WAS NO FURTHER EVIDENCE OF ROUGH RUNNING, BUT THERE WAS LOSS OF BOOST AT SEVERAL POWER SETTINGS. IT IS SUSPECTED THAT THERE IS LOW BLOWER CLUTCH SLIPPAGE. THE ENGINE IS BEING CHANGED DUE TO HIGH TIME ON ENGINE AND ECONOMICAL CONSIDERATIONS.									
2721		GULSTM G159			T261	SPRING	BROKEN RUDDER TRIM IND	18125	5/18/93 CA930609205
(CAN) RUDDER TRIM JAMMED ON PRE-FLIGHT CHECK. TRIM STOP RETURN SPRING FOUND BROKEN ALLOWING STOP TO REMAIN IN POSITION AND STOPPING ACTUATOR FROM MOVING.									
7260		GULSTM G159	RROYCE DART5298X		ROTOL GD203	UNIVERSAL DRG85964	BROKEN ACCESSORY DRV	1237	5/26/93 CA930609221
(CAN) AFTER TAKEOFF, THE AIRCRAFT YAWED AND THE TORQUE DROPPED 100 PSI. THE AIRCRAFT RETURNED TO BASE AND LANDED WITH REDUCED POWER. INSPECTION REVEALED THE DRIVESHAFT FORWARD UNIVERSAL HAD BROKEN. INVESTIGATION FOUND THAT ONE OF THE UNIVERSAL BEARING CUPS WAS NOT ACCEPTING GREASE AND THE BREAK WAS DUE TO LACK OF LUBRICATION.									
7200		ISRAEL 1124	GARRTT TFE7313		GARRTT	ENGINE	FAILED NR 2	3857	4/23/93 CA930527209
*****	(CAN) SHORTLY AFTER TAKEOFF WHILE CLIMBING THROUGH 4,000 FEET, THE AIRCRAFT EXPERIENCE A SERIES OF LOUD NOISES FOLLOWED BY AIRFRAME SHUDDER. INSPECTION OF ENGINE INSTRUMENTS SHOWED NO ANOMALIES. AN EMERGENCY WAS DECLARED AND AIRCRAFT LANDED. DURING SUBSEQUENT RUN-UPS, THE NOISE (COMPRESSOR STALLS). OCCURRED AT MUCH LOWER POWER SETTINGS. THE ENGINE WAS REMOVED FOR REPAIR. PART TC: 2,928								
5753		LEAR 24D	GE CJ6106			ATTACH POINT 2325010240	CRACKED RT FLAP	4839	4/30/93 CA930517701
(CAN) RIGHT FLAP ATTACH POINT FOUND CRACKED. PROBLEM RECTIFIED BY INSTALLING SSK972.									
7830		LEAR 25B	GE CJ6108		LEAR	BUCKET 2505700116	CRACKED THRUST REVERSER	10608	4/30/93 CA930518701
(CAN) RIGHT LOWER THRUST REVERSER BUCKET FOUND CRACKED. PART TC: 8,234.									
2215		LEAR 35LEAR			JET SA200A	ACTUATOR 5111121	SHORTED AUTOPILOT SERVO		4/13/93 CA930527208
(CAN) IN-FLIGHT WITH AUTOPILOT SWITCH OFF, ROLL MODE OF A/P ACTIVATED AND THEN DEACTIVATED. SERVO ACTUATOR FAILED.									
5311		LKHEED 1011385114				FRAME	CRACKED FS 328	41519	5/6/93 CA930518502
(CAN) RIGHT HAND FUSELAGE FRAME (FS 328) FITTING CRACKED. REPAIR CARRIED OUT AS PER 901 MANUAL 53-10-009 REPAIR NR 25. AIRCRAFT TT: 51,049 HOURS.									
2750		MTSBSI MU2B36A	GARRTT TPE3315			DRIVE SPLINE 035A9610013	CRACKED FLAP CABLE SWAGE	112	5/13/93 CA930526403
(CAN) DURING FLAP RIGGING, LT FLAP JAMMED WHEN DOWN SELECTED. SWAGED END OF DRIVE SPLINE ON CABLE OUTBOARD END WAS CRACKED ALLOWING SPLINE TO SEPARATE FROM CABLE. PART TC: 133.									

***** DENOTES SIGNIFICANT OCCURRENCE

INTERNATIONAL SERVICE DIFFICULTY REPORT SUMMARY (cont'd)

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ATA OPER	REG. NO SERIAL NO	ACFT MAKE ACFT MODEL	ENG MAKE ENG MDL	PROP MAKE PROP MDL	COMP MFG COMP MDL	PART NAME PART NUMBER	PART COND PART LOC.	TT TSO	DIFF. DATE OPER CONT NO
3232		MTSBSI MU2B35				ACTUATOR AA5C	FROZEN GEAR DOOR		3/27/97 CA970401005
(CAN) ON APPROACH, CREW SELECTED GEAR DOWN, FOLLOWING A MINUS 35 DEGREE TEMPERATURE CRUISE, AND NOTHING HAPPENED. GEAR SELECTED DOWN BY EMERGENCY EXTENSION. THE FORWARD GEAR DOOR ELECTRIC ACTUATOR WAS NOT WORKING. IT WAS TESTED AFTER REMOVAL FROM AIRCRAFT AND FOUND WORKING CORRECTLY. SUBMITTER NOTES IT IS CONSISTENT WITH PREVIOUS PROBLEMS OF MOISTURE INGRESS IN THE CLUTCH/BRAKE AREA AS IT FREEZES DURING CRUISE AT LOW TEMPERATURES AND JAMS THE MOTOR.									
2810		PARTEN P68C				VALVE 71591	BLOCKED WING TANKS	4092	6/4/93 CA930611415
(CAN) FUEL VENTING VALVE INSIDE LT AND RT WINGS FOUND PARTIALLY COVERED WITH MASKING TAPE AND FUEL TANK SEALANT. TAPE COULD HAVE PLUGGED FUEL TANK OUTLET.									
3234		PIPER PA60600	LYC IO540K1J5			SELECTOR 9800101	BLOCKED MLG		5/3/93 CA930513106
(CAN) UNDERCARRIAGE SLOW TO EXTEND AND SYSTEM SLOW TO RECOVER PRESSURE AFTER GEAR EXTENSION. TROUBLESHOOTING EVENTUALLY FOUND PIECE OF RUBBER LODGED IN U/C SELECTOR VALVE. RUBBER MATERIAL IS SIMILAR TO INNER MATERIAL FROM FLEXHOSES WHICH HAD BEEN REPLACED 5 MONTHS PREVIOUS.									
2430		PIPER PA23250	LYC IO540C4B5			WIRE PF514GA	DISCONNECTED SW RT ALTERNATOR	6541	5/8/93 CA930518514
(CAN) SMOKE IN COCKPIT FROM UNDER RIGHT INSTRUMENT PANEL. ALTERNATOR RIGHT HAND SWITCH WIRE HAD DISCONNECTED AND SHORTED TO GROUND CAUSING ALTERNATOR INOP INDICATOR LIGHT ON. RT INOP ELECTRONIC SWITCH P/N PAC 587857 ALSO SHORTED AND DISABLED.									
7120		PIPER PA23250				ENGINE MOUNT 332611	CRACKED LEFT LOWER TUBE	3688	4/29/93 CA930609204
(CAN) RT ENGINE MOUNT CRACKED LOWER TUBE AFT OF LT MOUNT POSITION. REPAIRED PER AC 43-13A.									
2400		PIPER PA31350				WIRE	LOOSE MASTER SWITCH		11/19/97 CA971119005
(CAN) TOTAL LOSS OF ELECTRICS ON TAKEOFF. POST-CHECK ON GROUND OF ELECTRICAL SYSTEM CARRIED OUT. NO FAULT FOUND. SUSPECT CAUSE OF ELECTRICAL FAILURE WAS A LOOSE GROUND WIRE.									
3230		PIPER PA31350				CABLE 554162	SEIZED GEAR HANDLE	7021	5/27/93 CA930608105
(CAN) AFTER SELECTING GEAR DOWN, THE GEAR HANDLE REMAINED FULL DOWN INSTEAD OF POPPING BACK TO NEUTRAL. GEAR EXTENDED AND LOCKED NORMALLY. PILOT TRIED TO MOVE HANDLE BUT IT WAS SEIZED. LANDED OK. CABLE BETWEEN HANDLE AND POWER PACK HAD SEIZED DUE TO BREAKS IN CABLE AT BOTH ENDS.									
3230		PIPER PA31350				HOSE MILH37944	FAILED NLG UP LINE		5/20/93 CA930608108
(CAN) GEAR WOULD NOT EXTEND ON APPROACH. EMERGENCY GEAR EXTENSION BY HAND PUMP SUCCESSFUL. NOSE GEAR UP LINE HOSE PERFORATED AND HYDRAULIC MAIN RESERVOIR DEPLETED.									
5280		PIPER PA31	LYC			DOOR 4752933	CRACKED RT OUTB MLG		5/19/93 CA930527204
(CAN) RT OUTBOARD MLG DOOR SKIN CRACKED BENEATH THE FORWARD HINGE. CRACK LENGTH APPROXIMATELY 4 INCHES. AIRCRAFT TT: 13,607 HOURS.									
5520		PIPER PA31350				HINGE BRACKET 7172	CRACKED ELEV OUTB	4315	4/5/93 CA930608107
(CAN) LT OUTBOARD ELEVATOR HINGE ASSEMBLY CRACKED. THIS P/N HINGE SUPPLIED WITH PIPER KIT 764054 AS A FIX TO ELIMINATE REPETITIVE INSPECTION OF AD 81-15-04R1 AND SB 687.									

INTERNATIONAL SERVICE DIFFICULTY REPORT SUMMARY (cont'd)

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7110		PIPER PA31350	LYC TIO540J2BD			COWLING 4183406	DEPARTED RT ENGINE		3/25/93 CA930518114
(CAN) RIGHT ENGINE UPPER AND LOWER COWLINGS SEPARATED AND BLEW OFF DURING DESCENT. COWLINGS NOT RECOVERED. COWLINGS HAD BEEN REMOVED AND REINSTALLED 4.5 HRS PREVIOUS. RT ENGINE SHUTDOWN, BUT COULD NOT MAINTAIN ALTITUDE, SO ENGINE RESTARTED TO MAKE IT TO BOEING FIELD WASHINGTON.									
7310		PIPER PA31310	LYC TIO540A2C			FUEL INJECT LINE LW120980100	FRACTURED NR 1 CYLINDER		5/12/93 CA930521109
(CAN) DURING CLIMB-OUT, THE CREW NOTICED A SLIGHT POWER LOSS WITH ROUGH RUNNING ON THE NR 1 ENGINE. ALL COCKPIT INDICATION SHOWED NORMAL. ENGINE OPERATION AND MAGNETO ISOLATION DID NOT IMPROVE THE PROBLEM. GROUND INSPECTION REVEALED THE FUEL INJECTOR LINE ON THE NR 1 CYLINDER WAS FRACTURED. THE FUEL INJECTOR LINE WAS REPLACED ND THE AIRCRAFT RETURNED TO SERVICE.									
7600		PIPER PA31				CABLE 1796915	FAILED LT RT ALT DOOR		3/20/97 CA970407010
(CAN) ALTERNATE DOOR CABLES BOTH LEFT AND RIGHT, CABLE CYCLES ONCE, THEN PUSHES OUT OF FERREL, FAILS TO FUNCTION. REPLACED BOTH CABLES.									
8120		PIPER PA31	LYC TIO540A2C			TURBO CHARGER 466192	DRAGGING NR 2 ENGINE		11/28/97 1652 CA971216017
(CAN) DURING CRUISE AT 13,000 FEET, THE CREW NOTICED A REDUCTION IN MANIFOLD PRESSURE ON NR 2 ENGINE THAT COULD NOT BE REGAINED WITH THE THROTTLE. THE AIRCRAFT DIVERTED AND LANDED WITHOUT INCIDENT. POST-FLIGHT INSPECTION FOUND THE TURBOCHARGER ROTATING GROUP WAS DRAGGING AND PREVENTING PROPER TURBO OPERATION. THE TURBOCHARGER WAS REPLACED. THE ENGINE GROUND RUN SERVICEABLE AND THE AIRCRAFT RETURNED TO SERVICE.									
8120		PIPER PA31350	LYC LTIO540J2BD		GARRTT	DENSITY CONTROL LW12067	FAILED NR 2 ENGINE	115	5/10/93 CA930518102
(CAN) PILOT REPORTED NORMAL TAKEOFF MANIFOLD PRESSURE. AFTER ROTATION, THE NR 2 ENGINE MANIFOLD PRESSURE INDICATED 60-65 INCHES MP. THE POWER WAS REDUCED TO CLIMB POWER AND THE FLIGHT COMPLETED USING NORMAL POWER SETTINGS. MAINTENANCE DID AN OVERBOOST INSPECTION AND FOUND THAT CYLINDER PRESSURE HAD DROPPED SIGNIFICANTLY. THE ENGINE WAS REMOVED FROM SERVICE. THE DENSITY CONTROLLER CONTROLS THE MAXIMUM.									
8520		PIPER PA31310	LYC TIO540A2C		SUPAIRPART	BEARING SL7439	FAILED NR 3 CYL ROD	211	5/20/93 CA930602101
(CAN) DURING FLIGHT, THE NR 2 ENGINE BEGAN TO RUN ROUGH AND THEN THE ENGINE FEATHERED. THE CREW SECURED THE ENGINE AND THE FLIGHT WAS COMPLETED. ON ENGINE DISASSEMBLY, THE NR 3 CYLINDER CONNECTING ROD WAS FOUND THROWN AND THE NR 3 CRANKSHAFT JOURNAL WAS BROKEN. THE ROD BEARING HAD DISINTEGRATED. ENGINE SHOWED SIGNS OF OPERATING WITH A FAILED NR 3 ROD BEARING FOR SOME TIME.									
8520		PIPER PA31350	LYC TIO540J2BD			CRANKCASE LW15448	DAMAGED IDLER SHAFT BOSS	2893	3/26/93 CA930518107
(CAN) ON APPROACH, CREW REDUCED PWR AND NR 2 ENG FEATHERED. CREW SECURED ENG AND A/C LANDED. PROP WAS UNFEATHERED ON GROUND AND ENG RAN NORMALLY EXCEPT FOR COMPLETE LOSS OF PROP CONTROL. ASSUMED IDLER SHAFT HAD BROKEN. ENG REPLACED. ON ENG DISASSEMBLY, IDLER SHAFT FOUND INTACT. REAR BOSS ON CRANKCASE ENLARGED AND HAD REMNANTS OF BRONZE BUSHING IN THE BOSS. IT APPEARS THAT DURING OVERHAUL THIS REAR BOSS WAS REPAIRED BY BORING HOLE OVERSIZE AND RETURNING IT TO STANDARD SIZE WITH THIS BRONZE BUSHING. SHAFT IN THIS SETTING IS SET SCREWED IN PLACE AND DOES NOT ROTATE. SHAFT PROPERLY SET SCREWED AND DID NOT ROTATE. THE ONLY CAUSE FOR DETERIORATION OF BUSHING WAS FRETTING CAUSING FAILURE OF PROP.									
7322		PIPER PA31T	PWA PT6A28		BENDIX 25244405	FUEL CONTROL 2524445	STICKING GOV FLYWEIGHTS	1088	5/25/93 CA930609202
(CAN) LEFT ENGINE UNABLE TO IDLE BELOW 61 PERCENT NG. ALL LINKAGE AND RIGGING OK. FCU REMOVED FOR REPAIRS. SHOP REPORTS GOVERNOR FLYWEIGHTS STICKING DUE TO WORN BUSHING AND BUILD-UP OF FOREIGN MATTER.									
3246		PIPER PA421000			PARKERHANFIN 40176	WHEEL HALF 763791	GOUGED BEAD AREA	2700	11/15/92 CA930518408
(CAN) ON TIRE CHANGE, DAMAGE FOUND ON WHEEL TIRE BEAD FLANGE CAUSED BY SHARP OBJECT USED TO BREAK BEAD. IMPROPER MAINTENANCE PRACTICES. ALSO, SEVERAL OF THE WHEEL TIE BOLTS COUNTERSUNK WASHERS HAD BEEN INSTALLED INCORRECTLY. PART TC: 3,357.									

***** DENOTES SIGNIFICANT OCCURRENCE

INTERNATIONAL SERVICE DIFFICULTY REPORT SUMMARY (cont'd)

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8530		SCWZER G164A			PWA	CYLINDER 399354	SEPARATED NR 3 CYLINDER	739	4/13/93 CA930518110
(CAN) DURING SPRAYING OPERATING OIL WAS NOTED ON THE RIGHT HAND SIDE OF THE AIRCRAFT. SUBSEQUENT INSPECTION REVEALED THE HEAD OF NR 3 CYLINDER HAD SEPARATED FROM THE BARREL.									
2612		SWRNGN SA226TC	GARRTT TPE3313U		1734361450F	PROBE	LOOSE FIRE WARNING		5/4/93 CA930611412
(CAN) FIRE WARNING ON AFTER TAKEOFF. FIRE DETECTOR PROBE SLIPPED OFF MOUNT AND GROUNDED TO COWL.									
2710		SWRNGN SA226AT				PUSH PULL TUBE 2719973	CRACKED RT NR 2 AIL	8615	11/2/97 CA971110019
(CAN) DURING INSPECTION OF RIGHT HAND NR 2 AILERON, PUSH/PULL TUBE WAS FOUND CORRODED AND CRACKED AT THE END WHERE THE BEARING ATTACHES.									
3213		SWRNGN SA226AT				TORQUE KNEE 50810033	COLLAPSED LT MLG		4/30/93 CA930511413
(CAN) LEFT MLG COLLAPSED ON LANDING. TORQUE KNEE (SCISSORS) ASSY HAD FAILED, THE MAIN WHEEL TWISTED AND PUT A SIDE LOAD ON MAIN GEAR. KNEE FAILURE CAUSED BY FATIGUE FAILURE OF LOWER HALF OF SCISSORS. THIS ASSY, IS "ON CONDITION". CRACKS ARE NOT READILY VISIBLE WITHOUT STRIPPING PAINT. SAME PART ALSO FOUND ON A NUMBER OF BEECH AIRCRAFT.									
3246		SWRNGN SA226AT				FLANGE 313571	BROKEN NR 2 MAIN WHEEL	82	5/20/93 CA930611418
(CAN) NR 2 MAIN WHEEL RIM FLANGE FOUND BROKEN APPROXIMATELY 14 INCHES OF CIRCUMFERENCE.									
3418		SWRNGN SA226AT			ROSEMOUNT	VANE 27191311	BROKEN INTERNAL		11/7/97 CA971117009
*****	(CAN) ON TAKEOFF, THE STALL AVOIDANCE SYSTEM (SAS) ENGAGED UNCOMMANDED. THUS, A PRESSURE OF 80 POUNDS WAS EXERTED ON THE CONTROL COLUMN. THE WARNING RANG AND THE PILOTS DISENGAGED THE SYSTEM AND TERMINATED THE FLIGHT. MAINTENANCE FOUND THE POTENTIOMETER WAS CUT INSIDE, ALLOWING A FALSE INDICATION TO THE SAS.								
5510		SWRNGN SA226TC	GARRTT TPE33110UA			BOLT	BROKEN HILOK-HORIZ STAB	23016	4/25/93 CA930514202
(CAN) 2 HILOK BOLTS FOUND BROKEN, ONE IN EACH HORIZONTAL STABILIZER AFT SUPPORT FITTING. PROBLEM RECTIFIED BY WING SB 226-55-010 REF AD 92-16-11. AIRCRAFT TT: 25,294 HOURS.									
5620		SWRNGN SA226TC				WINDOW 27221883	BROKEN NR 14 LT		5/31/93 CA930611413
(CAN) AIRCRAFT DEPRESSURIZED TO 2.0 PSI. NR 14 WINDOW LT FOUND BROKEN AT TOP FLANGE.									
7312		SWRNGN SA226TC	GARRTT TPE3313			FUEL LINE 312481	BROKEN FUEL HEATER		5/18/93 CA930526406
(CAN) ON APPROACH, LT ENGINE HAD LOW FUEL FLOW AND FUEL PRESSURE WITH EXCESSIVE LOSS OF FUEL QUANTITY. ENGINE SHUTDOWN WITH FLAMEOUT. FUEL LINE FROM SPR VALVE TO FUEL HEATER BROKEN OFF AT FLARE.									
7712		SWRNGN SA226TC	GARRTT TPE3313U		GARRTT 31017262	BEARING SET 313351	FAILED TORQUE SENSOR	5111	6/8/93 CA930611409
(CAN) ENGINE "SOAP" SAMPLE SHOWED EXCESSIVE M-50 PLATELETS. ENGINE REMOVED FOR GEARBOX INSPECTION AND FOUND TORQUE SENSOR BEARING FAILURE.									
3213		SWRNGN SA227AC			SWRNGN 545301111F	BOSS	CRACKED DRAG BRACE MLG		5/14/93 CA930611416
(CAN) MLG CASTING DRAG BRACE BOSS FOUND CRACKED DURING CHECK PER SB 227-032-022.									

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2750		ZLIN				DETENT PIN	MIGRATED	1100	4/22/97
		Z242L			Z14343110000	CSN221724	FLAP LEVER ASSY		CA970505011
*****	(CAN) BOTH COTTERPINS FOUND WORN OFF OF FLAP CNTL LEVER ASSY DETENT MECHANISM PIN. SUBSEQUENTLY- WASHERS FELL OFF, AND PIN MIGRATED OUT OF LEVER ABOUT .50 INCH. DURING PIN MIGRATION, REMNANTS OF THE COTTERPIN LEFT INSIDE-,HOLE CONTACTED, DETENT ROLLER'S BORE STOPPING PIN FROM MOVING ANY FURTHER. IF PIN HAD COME ALL THE WAY OUT WITH FLAPS SELECTED OUT OF FULL RETRACT, FLAP CONTRO L SURFACES WOULD HAVE RETRACTED TO FULL UP. COTTERPIN HOLE EDGES NOT CHAMFERED, SHARP EDGES COMBINED WITH SOFT MATERIAL OF PINS COULD ACCOUNT FOR ABNORMAL WEAR AND FAILURE: OTHER FLEET A/C CHECKED AND ONE DETENT MECHANISM PIN FOUND WITH A COTTERPIN MISSING RESULTING IN PIN MIGRATING PARTIALLY OUT.								

(End of INTERNATIONAL SERVICE DIFFICULTY REPORT SUMMARY)



U.S. Department
of Transportation
**Federal Aviation
Administration**

SERVICE DIFFICULTY REPORT SUMMARY

AIR CARRIER - INDEX



The following information provides a tally of the Service Difficulty Reports (SDR's) contained in this weeks issue of the Air Carrier SDR Summary. The totals represent only a summation of the SDR's that were submitted to the FAA, Aviation Data Systems Branch, AFS-620, and processed in time for inclusion in the Summary. In the first table, the SDR's are sorted by the operator designator code and are listed in alphabetical order. The second table sorts the SDR's by the aircraft make and model. The heading at the top of each table provides a two digit Joint Aircraft System/Component (JASC) code grouping (e.g., JASC codes 1100 thru 1800 are represented by the heading labeled 11-18) which categorizes in general, the problem areas for each reported discrepancy.

The Flight Standards Service Difficulty Program objective is to achieve prompt and appropriate correction of conditions adversely affecting continued airworthiness of aeronautical products. This is accomplished by the collection of Service Difficulty and Malfunction or Defect Reports. SDR's are consolidation and collation into common data base where they are analyzed for trends, problems, and alert information. This information is then disseminated to the appropriate segments of the aviation community and to other FAA offices.

The number of SDR's submitted is not an indicator of the mechanical reliability or fitness of an air carrier's aircraft fleet and should not be used as such. The air carriers certificate holding office has the primary responsibility for planning, programming evaluations, and assessing the performance of operators. Questions regarding an air carrier's fleet performance should be directed to the appropriate Flight Standards District Office, Certificate Management Office, or Certificate Management Unit.

AIR CARRIER SUMMARY INDEX BY OPERATOR**3/15/98 To 3/21/98 ISSUE: 98-12 ZAC-326**

OPERATOR DESIGNATOR	DISTRICT OFFICE	SDR TOTALS BY FAA ATA SYSTEM CHAPTER								TOTAL
		11-18	21-29	30-38	45-49	51-57	61-67	71-79	80-85	
	CA	0	77	53	4	31	8	54	23	250
	EA 01	0	1	0	0	0	0	0	0	1
	GL 25	0	0	0	0	1	0	0	0	1
	SO 09	0	0	0	0	0	0	1	0	1
	SW 11	0	0	1	0	0	0	0	1	2
AALA	SW 07	0	2	18	0	73	0	2	0	95
ABXA	GL 23	0	0	0	0	50	0	2	0	52
ARWA	SO 19	0	0	1	0	0	0	0	0	1
ASAA	NM 01	0	1	0	0	4	0	0	0	5
AWXA	WP 28	0	0	1	0	0	0	0	0	1
C2XA	SW 09	0	0	5	0	1	0	1	0	7
CALA	SW 09	0	1	2	0	29	0	2	0	34
CKSA	GL 23	0	0	2	0	1	0	0	0	3
COMA	SO 01	0	1	2	0	0	0	0	0	3
DALA	SO 27	0	1	6	0	7	0	1	0	15
EF2R	SW 05	0	0	0	0	3	0	0	0	3
FDEA	SO 25	0	3	0	0	24	0	3	0	30
GAIA	SW 07	0	0	2	0	1	0	0	0	3
GK4Y	WP 03	0	0	0	0	1	0	0	0	1
GLBA	CE 01	0	1	0	0	0	0	0	0	1
GW4R	SO 11	0	0	0	0	0	0	1	0	1
GXPA	GL 23	0	0	0	0	1	0	0	0	1
HALA	WP 13	0	0	3	0	1	0	0	0	4
IPXA	SO 01	0	0	4	0	38	0	0	0	42
IXXA	GL 23	0	0	0	0	0	0	1	0	1
JBXA	SO 05	0	1	0	0	0	0	0	0	1

OPERATOR DESIGNATOR	DISTRICT OFFICE	SDR TOTALS BY FAA ATA SYSTEM CHAPTER								TOTAL
		11-18	21-29	30-38	45-49	51-57	61-67	71-79	80-85	
JJBA	EA 01	0	0	0	0	0	1	0	0	1
K3HA	EA 25	0	0	9	0	0	0	0	0	9
LR7A	AL 03	0	0	0	0	0	2	3	0	5
MALA	GL 15	0	0	3	0	3	0	0	0	6
MASA	SW 07	0	0	1	0	1	0	0	0	2
MWEA	GL 31	0	1	0	0	9	0	1	0	11
MZZA	WP 13	0	5	0	0	6	0	0	0	11
NOCA	EA 15	0	0	1	0	0	0	0	0	1
NWAA	GL 01	0	2	24	0	0	0	1	1	28
P5CA	WP 23	0	0	0	0	1	0	0	0	1
PCAA	EA 13	0	1	23	0	0	0	1	0	25
PLGA	NE 05	0	1	1	0	0	0	1	0	3
QXEA	NM 09	0	2	5	0	0	1	0	0	8
RAIA	CE 03	0	0	1	0	1	0	2	0	4
REXA	SO 25	0	3	2	0	1	1	2	0	9
RRXA	WP 15	0	1	2	0	0	0	0	0	3
SCNA	GL 15	0	1	0	0	0	0	0	0	1
SI3R	NE 03	0	0	0	0	0	0	2	0	2
SIMA	SW 21	0	1	2	0	3	0	0	0	6
SWAA	SW 07	0	4	5	0	46	0	0	0	55
SWIA	NM 07	0	1	4	0	0	0	0	0	5
TAOA	EA 15	0	1	0	0	0	0	1	0	2
TSAA	WP 13	0	3	18	0	2	0	0	0	23
TWAA	CE 05	0	0	2	0	7	0	0	0	9
TWRA	EA 15	0	2	0	0	0	0	0	0	2
UF6A	GL 31	0	3	26	0	1	3	2	0	35
VJ6A	SO 11	0	0	1	0	0	0	0	0	1

OPERATOR DESIGNATOR	DISTRICT OFFICE	SDR TOTALS BY FAA ATA SYSTEM CHAPTER								
		11-18	21-29	30-38	45-49	51-57	61-67	71-79	80-85	TOTAL
VNAA	GL 07	0	0	2	0	0	1	0	0	3
WA2D	NE 03	0	0	0	0	0	0	1	0	1
WTAA	WP 17	0	1	1	0	1	0	3	0	6
ZZDA	SO 11	0	0	2	0	0	0	0	0	2
TOTALS		0	122	235	4	348	17	88	25	839

(End of AIR CARRIER SUMMARY INDEX by OPERATOR Report)

AIR CARRIER SUMMARY INDEX by MANUFACTURER MAKE and MODEL**3/15/98 To 3/21/98 ISSUE: 98-12 ZAC-326**

AIRCRAFT MAKE	AIRCRAFT MODEL	SDR TOTALS BY FAA ATA SYSTEM CHAPTER								TOTAL
		11-18	21-29	30-38	45-49	51-57	61-67	71-79	80-85	
		0	0	0	0	0	1	12	3	16
AEROSP	ATR42300	0	0	0	0	4	0	0	0	4
AEROSP	ATR42320	0	0	3	0	0	0	0	0	3
AEROSP	ATR42500	0	0	0	0	0	0	1	0	1
AIRBUS	A300B4605R	0	0	0	0	4	0	1	0	5
AIRBUS	A300F4605R	0	1	0	0	0	0	1	0	2
AIRBUS	A310203	0	1	0	0	0	0	0	0	1
AIRBUS	A310300	0	1	0	0	0	0	0	0	1
AIRBUS	A310324	0	1	0	0	0	0	0	0	1
AIRBUS	A319114	0	0	1	0	0	0	0	0	1
AIRBUS	A320211	0	2	5	0	1	0	2	1	11
AIRBUS	A320231	0	0	1	0	0	0	0	0	1
AIRTRC	AT301	0	0	0	0	0	0	1	0	1
AMD	FALCON	0	0	0	0	1	0	0	0	1
BAG	ATP	0	3	26	0	1	3	2	0	35
BAG	BAE146200A	0	3	0	1	2	0	2	0	8
BAG	JETSTM3101	0	3	2	0	0	0	2	0	7
BAG	JETSTM3201	0	0	0	0	0	0	2	0	2
BAG	JETSTM3212	0	3	2	0	0	0	0	0	5
BEECH	1900C	0	0	0	0	0	0	1	0	1
BEECH	1900C	0	1	0	0	0	0	0	0	1
BEECH	1900D	0	0	0	0	1	1	0	0	2
BEECH	200BEECH	0	0	1	0	1	0	0	0	2
BEECH	58TC	0	0	1	0	0	0	0	0	1
BEECH	99	0	0	1	0	0	0	0	0	1
BEECH	A100	0	1	0	0	0	0	2	0	3
BEECH	A65	0	0	1	0	0	0	0	0	1

AIRCRAFT MAKE	AIRCRAFT MODEL	SDR TOTALS BY FAA ATA SYSTEM CHAPTER								TOTAL
		11-18	21-29	30-38	45-49	51-57	61-67	71-79	80-85	
BEECH	B99	0	1	1	0	0	0	0	0	2
BEECH	D95A	0	0	0	0	1	1	0	0	2
BNORM	BN2A21	0	0	0	0	0	0	1	0	1
BOEING	727171C	0	2	2	0	3	0	0	0	7
BOEING	727217	0	0	0	0	0	0	1	0	1
BOEING	72722	0	0	0	0	1	0	0	0	1
BOEING	727223	0	0	0	0	59	0	0	0	59
BOEING	727225	0	1	10	0	0	0	0	0	11
BOEING	727227	0	1	0	0	1	0	0	0	2
BOEING	727232	0	0	3	0	2	0	0	0	5
BOEING	727233	0	1	1	0	21	0	3	0	26
BOEING	727243	0	0	0	0	22	0	0	0	22
BOEING	727247	0	0	0	0	3	0	0	0	3
BOEING	72725	0	0	0	0	0	0	1	0	1
BOEING	727251	0	0	2	0	0	0	0	0	2
BOEING	727254	0	1	0	0	0	0	1	0	2
BOEING	72725C	0	0	2	0	1	0	0	0	3
BOEING	727264	0	5	0	0	6	0	0	0	11
BOEING	7272J4	0	1	1	0	0	0	0	0	2
BOEING	72731C	0	0	0	0	1	0	0	0	1
BOEING	72751C	0	0	0	0	1	0	0	0	1
BOEING	72790C	0	0	1	0	0	0	0	0	1
BOEING	737200	0	0	2	0	0	0	0	0	2
BOEING	737200	0	1	0	0	0	0	0	0	1
BOEING	737217	0	1	2	0	0	0	1	0	4
BOEING	737222	0	0	1	0	0	0	0	0	1
BOEING	737230	0	0	5	0	0	0	0	0	5

AIRCRAFT MAKE	AIRCRAFT MODEL	SDR TOTALS BY FAA ATA SYSTEM CHAPTER								TOTAL
		11-18	21-29	30-38	45-49	51-57	61-67	71-79	80-85	
BOEING	737230C	0	2	0	0	0	0	0	0	2
BOEING	737232	0	1	0	0	0	0	0	0	1
BOEING	737242C	0	0	1	0	1	0	1	0	3
BOEING	73725A	0	0	1	0	0	0	0	0	1
BOEING	737275	0	3	1	0	0	0	0	0	4
BOEING	737275	0	1	0	0	0	0	0	0	1
BOEING	737275C	0	0	0	0	0	0	1	0	1
BOEING	7372C0	0	0	1	0	0	0	0	0	1
BOEING	7372H4	0	0	2	0	5	0	0	0	7
BOEING	7372H4	0	0	0	0	3	0	0	0	3
BOEING	7372M6C	0	0	1	0	0	0	0	0	1
BOEING	7372Q9	0	0	1	0	2	0	0	0	3
BOEING	7372S2C	0	0	2	0	0	0	0	0	2
BOEING	7372S5C	0	0	6	0	0	0	0	0	6
BOEING	7372T7	0	0	1	0	0	0	0	0	1
BOEING	7372X6C	0	1	2	0	0	0	0	0	3
BOEING	737317	0	1	0	0	0	0	0	0	1
BOEING	7373G7	0	1	0	0	1	0	0	0	2
BOEING	7373H4	0	2	3	0	38	0	0	0	43
BOEING	7373T0	0	0	0	0	1	0	0	0	1
BOEING	7373T5	0	0	0	0	1	0	0	0	1
BOEING	7373Y0	0	0	0	0	1	0	0	0	1
BOEING	747*	0	0	0	1	0	0	0	0	1
BOEING	747122	0	0	0	0	1	0	0	0	1
BOEING	747131	0	1	0	0	0	0	0	0	1
BOEING	747136	0	1	0	0	0	0	0	0	1
BOEING	747251F	0	0	1	0	0	0	0	0	1

AIRCRAFT MAKE	AIRCRAFT MODEL	SDR TOTALS BY FAA ATA SYSTEM CHAPTER								TOTAL
		11-18	21-29	30-38	45-49	51-57	61-67	71-79	80-85	
BOEING	747451	0	0	2	0	0	0	0	0	2
BOEING	747475	0	0	2	0	1	0	0	0	3
BOEING	757223	0	0	4	0	0	0	0	0	4
BOEING	757232	0	0	1	0	0	0	0	0	1
BOEING	767323	0	0	7	0	0	0	0	0	7
BOEING	767375	0	1	1	0	0	0	0	0	2
BOEING	777222	0	0	0	0	0	0	1	0	1
BRAERO	BAE1251000	0	0	0	0	0	0	1	0	1
BRAERO	HS7482A	0	0	0	0	1	0	0	0	1
CESSNA	150	0	0	0	0	1	0	0	0	1
CESSNA	150L	0	1	0	0	0	0	0	0	1
CESSNA	150M	0	0	0	0	0	1	0	0	1
CESSNA	172M	0	0	0	0	0	0	0	1	1
CESSNA	172N	0	0	0	0	0	0	1	1	2
CESSNA	207	0	1	0	0	0	0	0	0	1
CESSNA	402C	0	0	1	0	0	0	0	0	1
CESSNA	560CESSNA	0	1	0	0	0	0	0	0	1
CESSNA	650	0	0	1	0	0	0	0	0	1
CESSNA	A185E	0	0	0	0	1	0	0	0	1
CESSNA	A185F	0	2	0	0	0	0	0	0	2
CESSNA	U206	0	0	0	0	0	0	0	1	1
CNDAIR	CL6002B16	0	0	1	0	0	0	0	0	1
CNDAIR	CL6002B19	0	5	2	0	1	0	0	0	8
CVAC	340CVAC	0	1	0	0	0	1	0	0	2
CVAC	340CVAC	0	0	0	2	0	0	0	0	2
CVAC	440	0	0	0	0	0	0	1	0	1
CVAC	PBY5A	0	0	0	0	0	0	0	1	1

AIRCRAFT MAKE	AIRCRAFT MODEL	SDR TOTALS BY FAA ATA SYSTEM CHAPTER								TOTAL
		11-18	21-29	30-38	45-49	51-57	61-67	71-79	80-85	
DHAV	DHC2MK1	0	0	0	0	3	0	0	2	5
DHAV	DHC3	0	0	1	0	0	0	0	2	3
DHAV	DHC6100	0	1	0	0	0	0	1	0	2
DHAV	DHC6200	0	1	0	0	0	0	0	0	1
DHAV	DHC6300	0	0	0	0	1	1	1	0	3
DHAV	DHC7103	0	0	0	0	0	0	2	0	2
DHAV	DHC8101	0	3	0	0	0	0	0	0	3
DHAV	DHC8102	0	18	29	0	2	2	3	0	54
DHAV	DHC8102	0	2	1	0	1	1	0	0	5
DHAV	DHC8301	0	2	2	0	0	0	1	1	6
DHAV	DHC8311	0	5	2	0	1	1	5	0	14
DORNER	DO328100	0	0	2	0	0	1	0	0	3
DOUG	DC1010	0	0	0	0	5	0	0	0	5
DOUG	DC1010F	0	0	0	0	1	0	0	0	1
DOUG	DC1030	0	3	2	0	10	0	3	0	18
DOUG	DC1030F	0	0	0	0	1	0	0	0	1
DOUG	DC3C	0	0	0	0	0	0	0	1	1
DOUG	DC3CS1C3G	0	0	0	0	0	0	0	1	1
DOUG	DC4	0	0	0	0	0	0	0	1	1
DOUG	DC6A	0	0	0	0	0	0	0	1	1
DOUG	DC861	0	0	2	0	0	0	0	0	2
DOUG	DC862	0	0	1	0	0	0	0	0	1
DOUG	DC863F	0	0	1	0	41	0	0	0	42
DOUG	DC871F	0	1	1	0	20	0	1	0	23
DOUG	DC873F	0	0	2	0	16	0	0	0	18
DOUG	DC8F55	0	0	0	0	1	0	0	0	1
DOUG	DC915	0	1	0	0	0	0	0	0	1

AIRCRAFT MAKE	AIRCRAFT MODEL	SDR TOTALS BY FAA ATA SYSTEM CHAPTER								TOTAL
		11-18	21-29	30-38	45-49	51-57	61-67	71-79	80-85	
DOUG	DC931	0	1	9	0	11	0	2	0	23
DOUG	DC932	0	3	9	0	12	0	2	0	26
DOUG	DC941	0	0	0	0	2	0	0	0	2
DOUG	DC951	0	0	8	0	1	0	1	0	10
DOUG	DC982	0	1	9	0	5	0	1	1	17
DOUG	DC983	0	1	2	0	2	0	0	0	5
EMB	EMB120ER	0	0	3	0	0	0	0	0	3
EMB	EMB120RT	0	2	4	0	2	0	1	0	9
FOKKER	F28MK0100	0	2	0	0	0	0	0	0	2
FOKKER	F28MK1000	0	0	0	0	1	0	0	0	1
FOKKER	F28MK4000	0	2	5	0	0	0	0	0	7
GRUMAV	TBM3AIRTRD	0	0	0	0	0	0	0	1	1
GRUMAV	TBM3EAIRTRD	0	0	0	0	0	0	0	1	1
GULSTM	G159	0	1	0	0	0	0	1	0	2
GULSTM	G159	0	1	0	0	0	0	0	0	1
ISRAEL	1124	0	0	0	0	1	0	1	0	2
ISRAEL	1124A	0	0	0	0	0	0	1	0	1
JETAIR	JETSTM4101	0	0	1	0	0	0	0	0	1
LEAR	24D	0	0	0	0	1	0	0	0	1
LEAR	25B	0	0	0	0	0	0	1	0	1
LEAR	35LEAR	0	1	0	0	0	0	0	0	1
LKHEED	10113851	0	0	2	0	1	0	0	0	3
LKHEED	1011385114	0	0	0	0	1	0	0	0	1
LKHEED	10113853	0	0	0	0	1	0	1	0	2
LKHEED	132923D	0	0	0	0	0	0	1	0	1
LKHEED	188C	0	0	0	0	0	0	2	0	2
LKHEED	382G	0	0	0	0	0	2	1	0	3

AIRCRAFT MAKE	AIRCRAFT MODEL	SDR TOTALS BY FAA ATA SYSTEM CHAPTER								TOTAL
		11-18	21-29	30-38	45-49	51-57	61-67	71-79	80-85	
MTSBSI	MU2B35	0	0	1	0	0	0	0	0	1
MTSBSI	MU2B36A	0	1	0	0	0	0	0	0	1
PARTEN	P68C	0	1	0	0	0	0	0	0	1
PIPER	PA23250	0	1	0	0	0	0	1	0	2
PIPER	PA31	0	0	0	0	1	0	1	1	3
PIPER	PA31310	0	0	0	0	0	0	1	1	2
PIPER	PA31350	0	1	2	0	1	0	1	2	7
PIPER	PA31T	0	0	0	0	0	0	1	0	1
PIPER	PA421000	0	0	1	0	0	0	0	0	1
PIPER	PA60600	0	0	1	0	0	0	0	0	1
SAAB	340B	0	1	2	0	0	0	2	0	5
SAAB	SF340A	0	1	4	0	4	1	1	0	11
SAAB	SF340A	0	0	0	0	0	0	2	0	2
SCWZER	G164A	0	0	0	0	0	0	0	1	1
SWRNGN	SA226AT	0	1	2	0	0	0	0	0	3
SWRNGN	SA226AT	0	0	1	0	0	0	0	0	1
SWRNGN	SA226TC	0	0	0	0	1	0	0	0	1
SWRNGN	SA226TC	0	1	0	0	1	0	2	0	4
SWRNGN	SA227AC	0	0	1	0	0	0	0	0	1
ZLIN	Z242L	0	1	0	0	0	0	0	0	1
TOTALS		0	122	235	4	348	17	88	25	839

(End of AIR CARRIER SUMMARY INDEX by OPERATOR Report)

THIS WEEKS PARTICIPANTS BY OPERATOR DESIGNATOR**3/15/98 To 3/21/98 ISSUE: 98-12 ZAC-326**

<u>OPER. DESIG.</u>	<u>OPERATOR NAME</u>	<u>FAA DIST. OFF.</u>
AALA	AMERICAN AIRLINES INC	SW07
ABXA	ABX AIR INC	GL23
ARWA	ARROW AIR INC	SO19
ASAA	ALASKA AIRLINES INC	NM01
AWXA	AMERICA WEST AIRLINES INC	WP28
C2XA	CONTINENTAL EXPRESS INC	SW09
CALA	CONTINENTAL AIRLINES INC	SW09
CKSA	AMERICAN INTERNATIONAL AIRWAYS INC	GL23
COMA	COMAIR INC	SO01
DALA	DELTA AIR LINES INC	SO27
EF2R	ASTRAEA AVIATION SERVICES INC	SW05
FDEA	FEDERAL EXPRESS CORP	SO25
GAIA	KITTY HAWK AIRCARGO INC	SW07
GK4Y	AIR TERMINAL SERVICES FIJI LTD	WP03
GLBA	GREAT LAKES AVIATION LTD	CE01
GW4R	GARRETT AVIATION SERVICES	SO11
GXPA	GRAND AIRE EXPRESS INC	GL23
HALA	HAWAIIAN AIRLINES INC	WP13
IPXA	UNITED PARCEL SERVICE CO	SO01
IXXA	AIR TRANSPORT INTERNATIONAL LIMITED	GL23
JBXA	MIDWAY AIRLINES CORPORATION	SO05
JJBA	CHAMPLAIN ENTERPRISES INC	EA01
K3HA	KIWI INTERNATIONAL AIRLINES	EA25
LR7A	LYNDEN AIR CARGO	AL03
MALA	MESABA AVIATION INC	GL15
MASA	MESA AIR GROUP INC	SW07
MWEA	MIDWEST EXPRESS AIRLINES INC	GL31
MZZA	CONTINENTAL MICRONESIA INC	WP13
NOCA	NORTH AMERICAN AIRLINES	EA15
NWAA	NORTHWEST AIRLINES INC	GL01
P5CA	POLAR AIR CARGO INC	WP23
PCAA	ALLEGHENY AIRLINES INC	EA13
PLGA	BUSINESS EXPRESS INC	NE05
OXEA	HORIZON AIR INDUSTRIES INC	NM09
RAIA	TRANS STATES AIRLINES INC	CE03
REXA	EXPRESS AIRLINES I INC	SO25

<u>OPER. DESIG.</u>	<u>OPERATOR NAME</u>	<u>FAA DIST. OFF.</u>
RRXA	EMERY WORLDWIDE AIRLINES INC	WP15
SCNA	SUN COUNTRY AIRLINES INC	GL15
SI3R	UNITED TECHNOLOGIES CORP	NE03
SIMA	SIMMONS AIRLINES INC	SW21
SWAA	SOUTHWEST AIRLINES CO	SW07
SWIA	SKYWEST AIRLINES INC	NM07
TAOA	SHUTTLE INC	EA15
TSAA	ALOHA AIRLINES INC	WP13
TWAA	TRANS WORLD AIRLINES INC	CE05
TWRA	TOWER AIR INC	EA15
UF6A	UFS INC	GL31
VJ6A	VALUJET AIRLINES INC	SO11
VNAA	PSA AIRLINES INC	GL07
WA2D	PRATT AND WHITNEY OVERHAUL AND REPA	NE03
WTAA	WESTAIR COMMUTER AIRLINES INC	WP17
ZZDA	AIRTRAN AIRWAYS INC	SO11
(End of THIS WEEKS PARTICIPANTS BY OPERATOR DESIGNATOR Report)		

JOINT AIRCRAFT SYSTEM/COMPONENT CODE TABLE

PREFACE

The Joint Aircraft System/Component (JASC) Code Table is a modified version of the Air Transport Association of America (ATA), Specification 100 code. It was developed by the Federal Aviation Administration's (FAA), Aviation Data Systems Branch (AFS-620). Technical support was provided by the Galaxy Scientific Corporation, and various representatives of the air carrier and general aviation community.

Over the past four years, the JASC format of the ATA Spec 100 code has gained widespread industry acceptance. In a harmonized effort, the FAA's counterparts in Australia and Canada have adopted the JASC code with only a few exceptions. Some Canadian aircraft manufacturers have also recently adopted this new standard.

This code table is constructed by using the new JASC four (4) digit code, along with an abbreviated code title. The abbreviated titles have been modified in some cases to clarify the intended use of the accompanying code. This table can be used as a quick reference chart, to assist in the coding and review of aircraft structures or systems data (i.e., Service Difficulty Report (SDR), Accident/Incident Report).

The current coding scheme used in the JASC code was introduced in May 1991, for the technical classification of SDR's. Its predecessor, the FAA aircraft system/component code, was a similar but more complex eight-digit code which was developed over 25 years ago. It was constructed around the computer technology of that period. It consisted of a four digit numerical code plus a four alpha character code to make data retrieval possible. Since that time, computer technology has advanced many fold. Reducing the code from eight to four characters simplifies coding, and in some cases, makes JASC coding match the ATA Specification 100 first three digits, which are used to identify aircraft systems. The ATA code does not reference the fourth digit, so it is free to be used for identifying components.

The JASC code aircraft structural section has increased due to problems inherent with aging aircraft. As an example, FAA code 5301 SXBD was expanded to 20 items due to the high rate of reporting in this area (8021 structural reports were received in 1989). In some instances, there was very little reporting and codes were combined into other systems if the safety impact was not significant. The overall reduction in codes has been from 568 FAA codes to 488 JASC codes, with the significant increase being in the structural area as stated earlier.

The JASC code divides the engine section into two major code groups to separate the turbine and reciprocating engines. The codes for the turbine engines are in JASC Chapter 72, Turbine/Turboprop Engine. The codes for the reciprocating engines are now exclusively found in JASC Chapter 85, Reciprocating Engine.

The other major deviation from ATA Spec 100 is in ATA section 2730, specifically involves the stall warning system. Early technology (primarily on smaller aircraft) directly linked the sensing of flight attitude to one of the components which furnished the means of manually controlling the flight attitude characteristics (elevator). Today, most large transport category aircraft utilize electronic units to sense the change in the environmental condition called stall, and use the data to influence navigation. ATA section 3410, Flight Environment Data, includes high speed warning in its code definition. Stall warning (low speed) is the reciprocal term of high speed warning, so its filing under the same code appears more logical. Thus, with the JASC code it was decided to move the stall warning system to Chapter 34 under the separate code JASC code 3418, Stall Warning System.

The FAA is continuing to pursue worldwide involvement from operators and manufacturers in addressing the need for international standardization of aircraft system/component codes. The ultimate goal is to develop a universal aircraft/component numbering standard which can be used in the manufacturer's maintenance manual, wiring diagram manual, system manuals and illustrated parts catalog. This harmonized standard must be a usable standard for the aircraft manufacturers, air carrier operators and the general aviation community.

We welcome comments and feedback regarding the possible forming of working groups to achieve this long range consideration of possibly harmonizing the ATA Specification 100 code and the JASC code. Comments may be directed to the FAA, Aviation Data Sytem Branch, AFS-620, P.O. Box 25082, Oklahoma City, OK 73125.

JOINT AIRCRAFT SYSTEM/COMPONENT CODE TABLE

JASC/ TITLE

11 PLACARDS AND MARKINGS

1100 PLACARDS AND MARKINGS

12 SERVICING

1210 FUEL SERVICING
1220 OIL SERVICING
1230 HYDRAULIC FLUID SERVICING
1240 COOLANT SERVICING

18 HELICOPTER VIBRATION

1800 HELICOPTER VIB/NOISE ANALYSIS
1810 HELICOPTER VIBRATION ANALYSIS
1820 HELICOPTER NOISE ANALYSIS

21 AIR CONDITIONING

2100 AIR CONDITIONING SYSTEM
2110 CABIN COMPRESSOR SYSTEM
2120 AIR DISTRIBUTION SYSTEM
2121 AIR DISTRIBUTION FAN
2130 CABIN PRESSURE CONTROL SYSTEM
2131 CABIN PRESSURE CONTROLLER
2132 CABIN PRESSURE INDICATOR
2133 PRESSURE REGUL/OUTFLOW VALVE
2134 CABIN PRESSURE SENSOR
2140 HEATING SYSTEM
2150 CABIN COOLING SYSTEM
2160 CABIN TEMPERATURE CONTROL SYSTEM
2161 CABIN TEMPERATURE CONTROLLER
2162 CABIN TEMPERATURE INDICATOR
2163 CABIN TEMPERATURE SENSOR
2170 HUMIDITY CONTROL SYSTEM

22 AUTO FLIGHT

2200 AUTO FLIGHT SYSTEM
2210 AUTOPILOT SYSTEM
2211 AUTOPILOT COMPUTER
2212 ALTITUDE CONTROLLER
2213 FLIGHT CONTROLLER
2214 AUTOPILOT TRIM INDICATOR
2215 AUTOPILOT MAIN SERVO
2216 AUTOPILOT TRIM SERVO
2220 SPEED-ATTITUDE CORRECT. SYSTEM
2230 AUTO THROTTLE SYSTEM
2250 AERODYNAMIC LOAD ALLEVIATING

23 COMMUNICATIONS

2300 COMMUNICATIONS SYSTEM
2310 HF COMMUNICATION SYSTEM
2311 UHF COMMUNICATION SYSTEM
2312 VHF COMMUNICATION SYSTEM
2320 DATA TRANSMISSION AUTO CALL
2330 ENTERTAINMENT SYSTEM
2340 INTERPHONE & PA SYSTEM
2350 AUDIO INTEGRATING SYSTEM
2360 STATIC DISCHARGE SYSTEM
2370 AUDIO/VIDEO MONITORING

24 ELECTRICAL POWER

2400 ELECTRICAL POWER SYSTEM
2410 ALTERNATOR-GENERATOR DRIVE
2420 AC GENERATION SYSTEM
2421 AC GENERATOR-ALTERNATOR
2422 AC INVERTER
2423 PHASE ADAPTER

24 ELECTRICAL POWER CONT'D

2424 AC REGULATOR
2425 AC INDICATING SYSTEM
2430 DC GENERATING SYSTEM
2431 BATTERY OVERHEAT WARN. SYSTEM
2432 BATTERY/CHARGER SYSTEM
2433 DC RECTIFIER-CONVERTER
2434 DC GENERATOR-ALTERNATOR
2435 STARTER-GENERATOR
2436 DC REGULATOR
2437 DC INDICATING SYSTEM
2440 EXTERNAL POWER SYSTEM
2450 AC POWER DISTRIBUTION SYSTEM
2460 DC POWER/DISTRIBUTION SYSTEM

25 EQUIPMENT/FURNISHINGS

2500 CABIN EQUIPMENT/FURNISHINGS
2510 FLIGHT COMPARTMENT EQUIPMENT
2520 PASSENGER COMPARTMENT EQUIPMENT
2530 BUFFET/GALLEYS
2540 LAVATORIES
2550 CARGO COMPARTMENTS
2551 AGRICULTURAL SPRAY SYSTEM
2560 EMERGENCY EQUIPMENT
2561 LIFE JACKET
2562 EMERGENCY LOCATOR BEACON
2563 PARACHUTE
2564 LIFE RAFT
2565 ESCAPE SLIDE
2570 ACCESSORY COMPARTMENT
2571 BATTERY BOX STRUCTURE
2572 ELECTRONIC SHELF SECTION

26 FIRE PROTECTION

2600 FIRE PROTECTION SYSTEM
2610 DETECTION SYSTEM
2611 SMOKE DETECTION
2612 FIRE DETECTION
2613 OVERHEAT DETECTION
2620 EXTINGUISHING SYSTEM
2621 FIRE BOTTLE, FIXED
2622 FIRE BOTTLE, PORTABLE

27 FLIGHT CONTROLS

2700 FLIGHT CONTROL SYSTEM
2701 CONTROL COLUMN SECTION
2710 AILERON CONTROL SYSTEM
2711 AILERON TAB CONTROL SYSTEM
2720 RUDDER CONTROL SYSTEM
2721 RUDDER TAB CONTROL SYSTEM
2722 RUDDER ACTUATOR
2730 ELEVATOR CONTROL SYSTEM
2731 ELEVATOR TAB CONTROL SYSTEM
2740 STABILIZER CONTROL SYSTEM
2741 STABILIZER POSITION INDICATING
2742 STABILIZER ACTUATOR
2750 TE FLAP CONTROL SYSTEM
2751 TE FLAP POSITION IND. SYSTEM
2752 TE FLAP ACTUATOR
2760 DRAG CONTROL SYSTEM
2761 DRAG CONTROL ACTUATOR
2770 GUST LOCK/DAMPER SYSTEM
2780 LE FLAP CONTROL SYSTEM
2781 LE FLAP POSITION IND. SYSTEM
2782 LE FLAP ACTUATOR

28 FUEL

2800 AIRCRAFT FUEL SYSTEM
2810 FUEL STORAGE
2820 ACFT FUEL DISTRIB. SYSTEM
2821 ACFT FUEL FILTER/STRAINER
2822 FUEL BOOST PUMP
2823 FUEL SELECTOR/SHUTOFF VALVE
2824 FUEL TRANSFER VALVE
2830 FUEL DUMP SYSTEM
2840 ACFT FUEL INDICATING
2841 FUEL QUANTITY INDICATOR
2842 FUEL QUANTITY SENSOR
2843 FUEL TEMPERATURE INDICATING
2844 FUEL PRESSURE INDICATOR

29 HYDRAULIC POWER

2900 HYDRAULIC POWER SYSTEM
2910 HYDRAULIC, MAIN SYSTEM
2911 HYDRAULIC POWER-ACCUMULATOR-MAIN
2912 HYDRAULIC FILTER-MAIN SYSTEM
2913 HYDRAULIC PUMP. ELECT-ENG.-MAIN
2914 HYDRAULIC HANDPUMP-MAIN
2915 HYDRAULIC PRESSURE RELIEF VLV-MAIN
2916 HYDRAULIC RESERVOIR-MAIN
2917 HYDRAULIC PRESSURE REGULATOR-MAIN
2920 HYDRAULIC, AUXILIARY SYSTEM
2921 HYDRAULIC ACCUMULATOR-AUXILIARY
2922 HYDRAULIC FILTER-AUXILIARY
2923 HYDRAULIC PUMP-AUXILIARY
2925 HYDRAULIC PRESSURE RELIEF-AUXILIARY
2926 HYDRAULIC RESERVOIR-AUXILIARY
2927 HYDRAULIC PRESSURE REGULATOR-AUX.
2930 HYDRAULIC SYSTEM INDICATING
2931 HYDRAULIC PRESSURE INDICATOR
2932 HYDRAULIC PRESSURE SENSOR
2933 HYDRAULIC QUANTITY INDICATOR
2934 HYDRAULIC QUANTITY SENSOR

30 ICE AND RAIN PROTECTION

3000 ICE/RAIN PROTECTION SYSTEM
3010 AIRFOIL ANTI/DE-ICE SYSTEM
3020 AIR INTAKE ANTI/DE-ICE SYSTEM
3030 PITOT/STATIC ANTI-ICE SYSTEM
3040 WINDSHIELD/DOOR RAIN/ICE REMOVAL
3050 ANTENNA/RADOME ANTI-ICE/DE-ICE SYSTEM
3060 PROP/ROTOR ANTI-ICE/DE-ICE SYSTEM
3070 WATER LINE ANTI-ICE SYSTEM
3080 ICE DETECTION

31 INSTRUMENTS

3100 INDICATING/RECORDING SYSTEM
3110 INSTRUMENT PANEL
3120 INDEPENDENT INSTRUMENTS (CLOCK, ETC.)
3130 DATA RECORDERS (FLT/MAINT)
3140 CENTRAL COMPUTERS (EICAS)
3150 CENTRAL WARNING
3160 CENTRAL DISPLAY
3170 AUTOMATIC DATA

32 LANDING GEAR

3200 LANDING GEAR SYSTEM
3201 LANDING GEAR/WHEEL FAIRING
3210 MAIN LANDING GEAR
3211 MAIN LANDING GEAR ATTACH SECTION
3212 EMERGENCY FLOTATION SECTION
3213 MAIN LANDING GEAR STRUT/AXLE/TRUCK
3220 NOSE/TAIL LANDING GEAR
3221 NOSE/TAIL LANDING GEAR ATTACH SECTION
3222 NOSE/TAIL LANDING GEAR STRUT/AXLE
3230 LANDING GEAR RETRACT/EXT. SYSTEM
3231 LANDING GEAR DOOR RETRACT SECTION
3232 LANDING GEAR DOOR ACTUATOR
3233 LANDING GEAR ACTUATOR
3234 LANDING GEAR SELECTOR
3240 LANDING GEAR BRAKE SYSTEM
3241 BRAKE ANTI-SKID SECTION
3242 BRAKE
3243 MASTER CYL/BRAKE VALVE
3244 TIRE
3245 TIRE TUBE
3246 WHEEL/SKI/FLOAT
3250 LANDING GEAR STEERING SYSTEM
3251 STEERING UNIT
3252 SHIMMY DAMPER
3260 LANDING GEAR POSITION & WARNING
3270 AUXILIARY GEAR (TAIL SKID)

33 LIGHTS

3300 LIGHTING SYSTEM
3310 FLIGHT COMPARTMENT LIGHTING
3320 PASSENGER COMPARTMENT LIGHTING
3330 CARGO COMPARTMENT LIGHTING
3340 EXTERIOR LIGHTING
3350 EMERGENCY LIGHTING

34 NAVIGATION

3400 NAVIGATION SYSTEM
3410 FLIGHT ENVIRONMENT DATA
3411 PITOT/STATIC SYSTEM
3412 OUTSIDE AIR TEMP. IND./SENSOR
3413 RATE OF CLIMB INDICATOR
3414 AIRSPEED/MACH INDICATING
3415 HIGH SPEED WARNING
3416 ALTIMETER, BAROMETRIC/ENCODER

34 NAVIGATION CONT'D

3417 AIR DATA COMPUTER
3418 STALL WARNING SYSTEM
3420 ATTITUDE AND DIRECTION DATA SYSTEM
3421 ATTITUDE GYRO & IND. SYSTEM
3422 DIRECTIONAL GYRO & IND. SYSTEM
3423 MAGNETIC COMPASS
3424 TURN & BANK/RATE OF TURN INDICATOR
3425 INTEGRATED FLT. DIRECTOR SYSTEM
3430 LANDING & TAXI AIDS
3431 LOCALIZER/VOR SYSTEM
3432 GLIDE SLOPE SYSTEM
3433 MICROWAVE LANDING SYSTEM
3434 MARKER BEACON SYSTEM
3435 HEADS UP DISPLAY SYSTEM
3436 WIND SHEAR DETECTION SYSTEM
3440 INDEPENDENT POS. DETERMINING SYSTEM
3441 INERTIAL GUIDANCE SYSTEM
3442 WEATHER RADAR SYSTEM
3443 DOPPLER SYSTEM
3444 GROUND PROXIMITY SYSTEM
3445 AIR COLLISION AVOIDANCE SYSTEM (TCAS)
3446 NON RADAR WEATHER SYSTEM
3450 DEPENDENT POSITION DETERMINING SYSTEM
3451 DME/TACAN SYSTEM
3452 ATC TRANSPONDER SYSTEM
3453 LORAN SYSTEM
3454 VOR SYSTEM
3455 ADF SYSTEM
3456 OMEGA NAVIGATION SYSTEM
3457 GLOBAL POSITIONING SYSTEM
3460 FLIGHT MANAGE. COMPUTING SYSTEM

35 OXYGEN

3500 OXYGEN SYSTEM
3510 CREW OXYGEN SYSTEM
3520 PASSENGER OXYGEN SYSTEM
3530 PORTABLE OXYGEN SYSTEM

36 PNEUMATIC

3600 PNEUMATIC SYSTEM
3610 PNEUMATIC DISTRIBUTION SYSTEM
3620 PNEUMATIC INDICATING SYSTEM

37 VACUUM

3700 VACUUM SYSTEM
3710 VACUUM DISTRIBUTION SYSTEM
3720 VACUUM INDICATING SYSTEM

38 WATER/WASTE

3800 WATER & WASTE SYSTEM
3810 POTABLE WATER SYSTEM
3820 WASH WATER SYSTEM
3830 WASTE DISPOSAL SYSTEM
3840 AIR SUPPLY (WATER PRESS. SYSTEM)

45 CENTRAL MAINT. SYSTEM

4500 CENTRAL MAINT. COMPUTER

49 AIRBORNE AUXILIARY POWER

4900 AIRBORNE APU SYSTEM
4910 APU COWLING/CONTAINMENT
4920 APU CORE ENGINE
4930 APU ENGINE FUEL & CONTROL
4940 APU START/IGNITION SYSTEM
4950 APU BLEED AIR SYSTEM
4960 APU CONTROLS
4970 APU INDICATING SYSTEM
4980 APU EXHAUST SYSTEM
4990 APU OIL SYSTEM

51 STANDARD PRACTICES/STRUCTURES

5100 STANDARD PRACTICES/STRUCTURES
5101 AIRCRAFT STRUCTURES
5102 BALLOON REPORTS

52 DOORS

5200 DOORS
5210 PASSENGER/CREW DOORS
5220 EMERGENCY EXIT
5230 CARGO/BAGGAGE DOORS
5240 SERVICE DOORS
5241 GALLEY DOORS
5242 E/E COMPARTMENT DOORS
5243 HYDRAULIC COMPARTMENT DOORS
5244 ACCESSORY COMPARTMENT DOORS
5245 AIR CONDITIONING COMPART. DOORS
5246 FLUID SERVICE DOORS

5247 APU DOORS
5248 TAIL CONE DOORS
5250 FIXED INNER DOORS
5260 ENTRANCE STAIRS
5270 DOOR WARNING SYSTEM
5280 LANDING GEAR DOORS

53 FUSELAGE

5300 FUSELAGE STRUCTURE (GENERAL)
5301 AERIAL TOW EQUIPMENT
5302 ROTORCRAFT TAIL BOOM
5310 FUSELAGE MAIN STRUCTURE
5311 FUSELAGE MAIN FRAME
5312 FUSELAGE MAIN BULKHEAD
5313 FUSELAGE MAIN LONGERON/STRINGER
5314 FUSELAGE MAIN KEEL
5315 FUSELAGE MAIN FLOOR BEAM
5320 FUSELAGE MISCELLANEOUS STRUCTURE
5321 FUSELAGE FLOOR PANEL
5322 FUSELAGE INTERNAL MOUNT STRUCTURE
5323 FUSELAGE INTERNAL STAIRS
5324 FUSELAGE FIXED PARTITIONS
5330 FUSELAGE MAIN PLATE/SKIN
5340 FUSELAGE MAIN ATTACH FITTINGS
5341 WING ATTACH FITTINGS (ON FUSELAGE)
5342 STABILIZER ATTACH FITTINGS
5343 LANDING GEAR ATTACH FITTINGS
5344 FUSELAGE DOOR HINGES
5345 FUSELAGE EQUIPMENT ATTACH FITTINGS
5346 POWERPLANT ATTACH FITTINGS
5347 SEAT/CARGO ATTACH FITTINGS
5350 FUSELAGE AERODYNAMIC FAIRINGS

54 NACELLES/PYLONS

5400 NACELLE/PYLON STRUCTURE
5410 MAIN FRAME (ON NACELLE/PYLON)
5411 FRAME/SPAR/RIB(NACELLE/PYLON)
5412 BULKHEAD/FIREWALL (NAC/PYLON)
5413 LONGERON/STRINGER (NAC/PYLON)
5414 PLATE SKIN (NAC/PYLONS)
5415 ATTACH FITTINGS (NAC/PYLON)

55 STABILIZERS

5500 EMPENNAGE STRUCTURE
5510 HORIZONTAL STABILIZER STRUCTURE
5511 HORIZONTAL STABILIZER SPAR/RIB
5512 HORIZONTAL STABILIZER PLATE/SKIN
5513 HORIZONTAL STABILIZER TAB STRUCTURE
5520 ELEVATOR STRUCTURE

55 STABILIZERS CONT'D

5521 ELEVATOR SPAR/RIB STRUCTURE
5522 ELEVATOR PLATES/SKIN STRUCTURE
5523 ELEVATOR TAB STRUCTURE
5530 VERTICAL STABILIZER STRUCTURE
5531 VERTICAL STABILIZER SPAR/RIB STRUCTURE
5532 VERTICAL STABILIZER PLATES/SKIN
5533 VENTRAL STRUCTURE (ON VERT. STAB)
5540 RUDDER STRUCTURE
5541 RUDDER SPAR/RIB STRUCTURE
5542 RUDDER PLATE/SKIN STRUCTURE
5543 RUDDER TAB STRUCTURE
5550 EMPENNAGE FLT. CONT. ATTACH FITTING
5551 HORIZONTAL STABILIZER ATTACH FITTING
5552 ELEVATOR/TAB ATTACH FITTINGS
5553 VERT. STAB. ATTACH FITTINGS
5554 RUDDER/TAB ATTACH FITTINGS

56 WINDOWS

5600 WINDOW/WINDSHIELD SYSTEM
5610 FLIGHT COMPARTMENT WINDOWS
5620 PASSENGER COMPARTMENT WINDOWS
5630 DOOR WINDOWS
5640 INSPECTION WINDOWS

57 WINGS

5700 WING STRUCTURE
5710 WING MAIN FRAME STRUCTURE
5711 WING SPAR STRUCTURE
5712 WING RIB STRUCTURE
5713 WING LONGERON/STRINGER
5714 WING CENTER BOX
5720 WING MISCELLANEOUS STRUCTURE
5730 WING PLATES/SKINS
5740 WING ATTACH FITTINGS
5741 WING, FUSELAGE ATTACH FITTINGS
5742 WING, NAC/PYLON ATTACH FITTINGS
5743 WING, LANDING GEAR ATTACH FITTINGS
5744 CONTROL SURFACE ATTACH FITTINGS
5750 WING CONTROL SURFACE STRUCTURE
5751 AILERON STRUCTURE
5752 AILERON TAB STRUCTURE
5753 TE FLAP STRUCTURE
5754 LEADING EDGE DEVICE STRUCTURE
5755 SPOILER STRUCTURE

61 PROPELLERS/PROPULSORS

6100 PROPELLER SYSTEM
6110 PROPELLER ASSEMBLY
6111 PROPELLER BLADE SECTION
6112 PROPELLER DE-ICE BOOT SECTION
6113 PROPELLER SPINNER SECTION
6114 PROPELLER HUB SECTION
6120 PROPELLER CONTROL SYSTEM
6121 PROPELLER SYNCHRONIZER SECTION
6122 PROPELLER GOVERNOR
6123 PROPELLER FEATHERING/REVERSING
6130 PROPELLER BRAKING
6140 PROPELLER INDICATING SYSTEM

62 MAIN ROTOR

6200 MAIN ROTOR SYSTEM
6210 MAIN ROTOR BLADES
6220 MAIN ROTOR HEAD
6230 MAIN ROTOR MAST/SWASHPLATE
6240 MAIN ROTOR INDICATING SYSTEM

63 MAIN ROTOR DRIVE

6300 MAIN ROTOR DRIVE SYSTEM
6310 ENGINE/TRANSMISSION COUPLING
6320 MAIN ROTOR GEARBOX
6321 MAIN ROTOR BRAKE
6322 ROTORCRAFT COOLING FAN SYSTEM
6330 MAIN ROTOR TRANSMISSION MOUNT
6340 ROTOR DRIVE INDICATING SYSTEM

64 TAIL ROTOR

6400 TAIL ROTOR SYSTEM
6410 TAIL ROTOR BLADE
6420 TAIL ROTOR HEAD
6440 TAIL ROTOR INDICATING SYSTEM

65 TAIL ROTOR DRIVE

6500 TAIL ROTOR DRIVE SYSTEM
6510 TAIL ROTOR DRIVE SHAFT
6520 TAIL ROTOR GEARBOX
6540 TAIL ROTOR DRIVE INDICATING SYSTEM

67 ROTORS FLIGHT CONTROL

6700 ROTORCRAFT FLIGHT CONTROL
6710 MAIN ROTOR CONTROL
6711 TILT ROTOR FLIGHT CONTROL
6720 TAIL ROTOR CONTROL SYSTEM
6730 ROTORCRAFT SERVO SYSTEM

71 POWERPLANT

7100 POWERPLANT SYSTEM
7110 ENGINE COWLING SYSTEM
7111 COWL FLAP SYSTEM
7112 ENGINE AIR BAFFLE SECTION
7120 ENGINE MOUNT SECTION
7130 ENGINE FIRESEALS
7160 ENGINE AIR INTAKE SYSTEM
7170 ENGINE DRAINS

72 TURBINE/TURBOPROP ENGINE

7200 ENGINE (TURBINE/TURBOPROP)
7210 TURBINE ENGINE REDUCTION GEAR
7220 TURBINE ENGINE AIR INLET SECTION
7230 TURBINE ENGINE COMPRESSOR SECTION
7240 TURBINE ENGINE COMBUSTION SECTION
7250 TURBINE SECTION
7260 TURBINE ENGINE ACCESSORY DRIVE
7261 TURBINE ENGINE OIL SYSTEM
7270 TURBINE ENGINE BYPASS SECTION

73 ENGINE FUEL & CONTROL

7300 ENGINE FUEL & CONTROL
7310 ENGINE FUEL DISTRIBUTION
7311 ENGINE FUEL-OIL COOLER
7312 FUEL HEATER
7313 FUEL INJECTOR NOZZLE
7314 ENGINE FUEL PUMP
7320 FUEL CONTROLLING SYSTEM
7321 FUEL CONTROL/ELECTRONIC
7322 FUEL CONTROL/CARBURETOR
7323 TURBINE GOVERNOR
7324 FUEL DIVIDER
7330 ENGINE FUEL INDICATING SYSTEM
7331 FUEL FLOW INDICATING
7332 FUEL PRESSURE INDICATING
7333 FUEL FLOW SENSOR
7334 FUEL PRESSURE SENSOR

74 IGNITION

7400 IGNITION SYSTEM
7410 IGNITION POWER SUPPLY
7411 LOW TENSION COIL
7412 EXCITER
7413 INDUCTION VIBRATOR
7414 MAGNETO/DISTRIBUTOR
7420 IGNITION HARNESS (DISTRIBUTION)
7421 SPARK PLUG/IGNITER
7430 IGNITION SWITCHING

75 AIR

7500 ENGINE BLEED AIR SYSTEM
7510 ENGINE ANTI-ICING SYSTEM
7520 ENGINE COOLING SYSTEM
7530 COMPRESSOR BLEED CONTROL
7531 COMPRESSOR BLEED GOVERNOR
7532 COMPRESSOR BLEED VALVE
7540 BLEED AIR INDICATING SYSTEM

76 ENGINE CONTROLS

7600 ENGINE CONTROLS
7601 ENGINE SYNCHRONIZING
7602 MIXTURE CONTROL
7603 POWER LEVER
7620 ENGINE EMERGENCY SHUTDOWN SYSTEM

77 ENGINE INDICATING

7700 ENGINE INDICATING SYSTEM
7710 POWER INDICATING SYSTEM
7711 ENGINE PRESSURE RATIO (EPR)
7712 ENGINE BMEP/TORQUE INDICATING
7713 MANIFOLD PRESSURE (MP) INDICATING
7714 ENGINE RPM INDICATING SYSTEM
7720 ENGINE TEMP. INDICATING SYSTEM
7721 CYLINDER HEAD TEMP (CHT) INDICATING
7722 ENG. EGT/TIT INDICATING SYSTEM
7730 ENGINE IGNITION ANALYZER SYSTEM
7731 ENGINE IGNITION ANALYZER
7732 ENGINE VIBRATION ANALYZER
7740 ENGINE INTEGRATED INSTRUMENT SYSTEM

78 ENGINE EXHAUST

7800 ENGINE EXHAUST SYSTEM
7810 ENGINE COLLECTOR/TAILOPIPE/NOZZLE
7820 ENGINE NOISE SUPPRESSOR
7830 THRUST REVERSER

79 ENGINE OIL

7900 ENGINE OIL SYSTEM (AIRFRAME)
7910 ENGINE OIL STORAGE (AIRFRAME)
7920 ENGINE OIL DISTRIBUTION (AIRFRAME)
7921 ENGINE OIL COOLER
7922 ENGINE OIL TEMP. REGULATOR
7923 OIL SHUTOFF VALVE
7930 ENGINE OIL INDICATING SYSTEM
7931 ENGINE OIL PRESSURE
7932 ENGINE OIL QUANTITY
7933 ENGINE OIL TEMPERATURE

80 STARTING

8000 ENGINE STARTING SYSTEM
8010 ENGINE CRANKING
8011 ENGINE STARTER
8012 ENGINE START VALVES/CONTROLS

81 TURBOCHARGING

8100 EXHAUST TURBINE SYSTEM (RECIP)
8110 POWER RECOVERY TURBINE (RECIP)
8120 EXHAUST TURBOCHARGER

82 WATER INJECTION

8200 WATER INJECTION SYSTEM

83 ACCESSORY GEARBOXES

8300 ACCESSORY GEARBOXES

85 RECIPROCATING ENGINE

8500 ENGINE (RECIPROCATING)
8510 RECIPROCATING ENGINE FRONT SECTION
8520 RECIPROCATING ENGINE POWER SECTION

8530 RECIPROCATING ENGINE CYLINDER SECTION
8540 RECIPROCATING ENGINE REAR SECTION
8550 RECIPROCATING ENGINE OIL SYSTEM

MECHANICS CREED

UPON MY HONOR I swear that I shall hold in sacred trust the rights and privileges conferred upon me as a certified mechanic. Knowing full well that the safety and lives of others are dependent upon my skill and judgment, I shall never knowingly subject others to risks which I would not be willing to assume for myself, or for those dear to me.

IN DISCHARGING this trust, I pledge myself never to undertake work or approve work which I feel to be beyond the limits of my knowledge; nor shall I allow any non-certificated superior to persuade me to approve aircraft or equipment as airworthy against my better judgment; nor shall I permit my judgment to be influenced by money or other personal gain; nor shall I pass as airworthy aircraft or equipment about which I am in doubt, either as a result of direct inspection or uncertainty regarding the ability of others who have worked on it to accomplish their work satisfactorily.

I REALIZE the grave responsibility which is mine as a certified airman, to exercise my judgment on the airworthiness of aircraft and equipment. I, therefore, pledge unyielding adherence to these precepts for the advancement of aviation and for the dignity of my vocation.